

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-O



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see it as soon as possible.

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MAY 1949



TUNISIAN GUNSET

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1949

Navpers-O

NUMBER 387

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• FRONT COVER: On board USS *Albany* (CA 123), Chief Boatswain's Mate W. J. Gorcyca explains a life ring—how it is made and its uses—to M. M. Fisher, SA, and T. L. Harless, SA.

• AT LEFT: A gun of USS *George K. MacKenzie* (DD 836) frames this excellent photograph taken at Sfax, Tunisia. An unidentified cruiser is in the distance.—*All Hands* photo by LTJG J. J. Cecchini, USN.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 18, lower right, U. S. Merchant Marine Academy; p. 18, lower left, and p. 19, U. S. Maritime Commission; p. 20, top, Joe Costa, N. Y. *Daily News*; p. 32, lower left, *Seattle Post-Intelligencer*; p. 39, top left, Associated Press.

THE NAVY CARRIES



MAIL CLERK distributes letters and packages. Through a careful selection of personnel, an excellent mail-handling record has been maintained.

IF THERE exists an announcement which, made over a ship's public address system, can pleasantly electrify the crew, it is this one:

"Now, hear this: All division mail POs lay down to the post office and pick up mail."

Anyone who has been aboard ship more than a few hours knows what happens when that word is heard. The division mail PO, whoever he is, is hustled off toward the post office instantly. Work or play—whichever has been in progress—continues in a

half-hearted manner or ceases completely. Everyone's eyes and ears are attuned to catch the first hint of the mail's arrival in the division shop or compartment.

Then it's *Boone! Norwood! Lieberman!*

"Why don't you pay your bills, Norwood!"

Hinds! Powell! Boone! Boone!

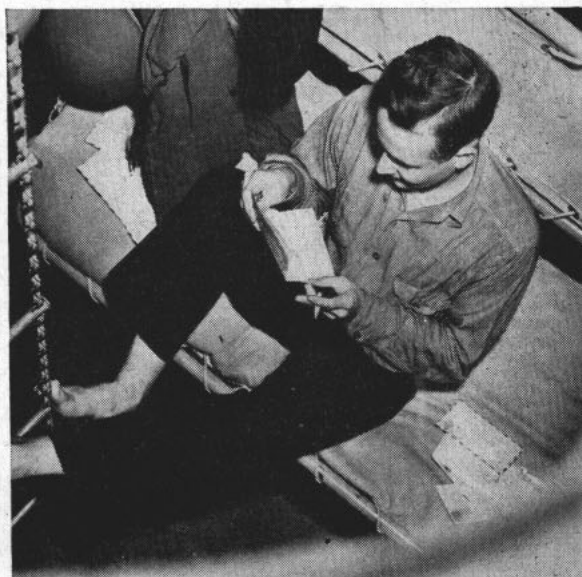
"Boy, you really hit the jackpot today, eh, Boone?"

So it goes, until the mail PO is left empty-handed except for the letters

he may have received himself. Then, if any one man's morale is not quite as high as that of the others, it is the morale of the man who failed to receive a letter. Still, if he possesses normally elastic spirits, he glances at his watch and estimates the time until mail is due again and his momentary depression vanishes. He knows that unless the ship is to be actually underway, letters will be distributed again within hours. Even if the ship is to be under way, it won't be many days till mail call is heard once more.

During World War II, mail was considered second only to food and ammunition in morale value. Today it is second only to food in importance to most sailors, and some would leave a turkey dinner, if necessary, to read a letter from home—even if it meant consigning the meal to the garbage grinder.

Today approximately 800 sailors serve as mailmen, most of whom are telemen or teleman strikers. There are 314 post offices aboard ship, 44 land-based post offices and six "mobile commands" which serve as movable post offices ashore overseas. In addition, the Navy has two postal locator units—one at San Francisco and the other in New York City. Postal locator units are the activities that go into action when you address a letter to a ship overseas, putting "c/o FPO, San Francisco or c/o



MAIL CALL, in peace and war, afloat or ashore, has proved itself one of the big reasons that Navy morale stays high.

THE MAIL

FPO, New York City" on the envelope. Each of the two units is manned by 10 enlisted men and two officers.

Some 200 operating Navy ships do not have post offices aboard. Many of them would have, if there were a greater number of TEs in the Navy, qualified in postal duties. Two schools for teaching post office procedures are now functioning, one of which is in San Diego and the other in Norfolk. Also, a move is afoot to have a new rate of "postal clerk" established in the Navy. PCs would be men qualified solely for postal work, filling a definite need in the Navy and relieving TEs of the requirement for learning that profession.

Prior to World War II, the Navy's mailmen were often yeomen, but were sometimes gunner's mates, pharmacist's mates or men of other rates. Detailed as Navy mail clerks, these men sorted and distributed the mail, sold stamps and performed the other duties of a small-town postmaster. Compared to the huge postal establishment built up in the wartime Navy, the prewar one was not impressive.

By 31 May 1945, a total of 4,725 post offices existed in the Navy—3,411 of them afloat and 1,314 ashore. At the Fleet Post Office, San Francisco, 3,500 sailors and Waves—all trained civilian postal personnel or graduates of Navy postal schools—labored to keep the mail moving to the Pacific. A comparable crew worked in the New York Fleet Post Office, and another at the FPO in Chicago. In operations all over the world, landing ships served as floating central post offices, sometimes with as many as 250 mailmen on board a single LST to rush the letters into the hands of addressees.

Islands strung across the Pacific served as relay points as the Navy moved westward. Pearl Harbor was the duty station of the Pacific Fleet postal officer, an experienced postal inspector who strove to find trained personnel and to build new facilities as lines extended toward Japan. For a time 20,000 pounds of air mail left Guam every morning in six Marine Transport Air Group planes for Ulithi. Because of the danger in-

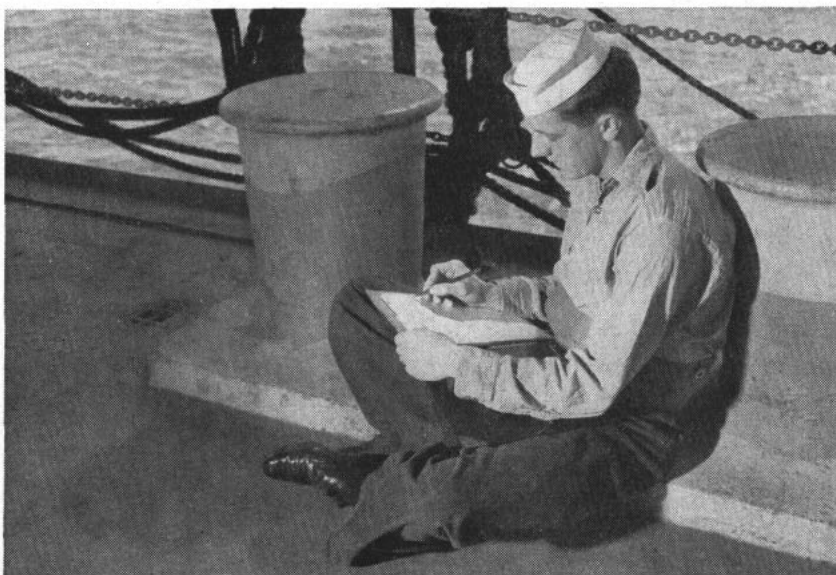


WARTIME use of V-mail enabled Navy mailmen to operate a record-breaking 'pony express' system and pass the word from home swiftly and smoothly.

volved in remaining on Ulithi, the same planes returned the same day, bringing state-bound mail from ships in the forward area. Fleet oilers going out from Ulithi to fuel ships at sea would take along mail to be delivered whenever rendezvous was made.

As other islands were taken, the same procedure was employed with them. Guam, however, remained the hub of Pacific mail activities throughout the latter part of the war. Four

NATS planes a day shuttled between there and Pearl Harbor. As many as 10 flights a day, each way, were made between Guam and Tokyo at the height of the traffic load. Guam-based routes fanned out to Manila, Shanghai and Okinawa. Others, called "local flights," went to Kwajalein, Peleliu, Saipan and Tinian. As much as 300,000 pounds of parcel post was flown out of Guam in a single month. Three million dollars' worth of stamps and cash for postal



LETTERWRITING is always a two-way deal and Navy men know that letters will reach their destinations quickly no matter where their ship may be.



LUCKY R. C. Atterberey, HM2, and his family, the first to be assigned one of the new homes, sit ensconced in their comfortable living room.

Navy Opens Permanent Housing Project on Guam

Twenty-two units of a permanent naval housing project on Guam were opened for occupancy in a brief ceremony during which keys to four of the homes were presented to the prospective householders. The remainder of the 150-unit project is scheduled for completion this year.

The four Navymen who received keys to the first four dwellings are R. C. Attebury, Jr., HM2; T. C. Luckey, ME1; T. A. Abell, BMC; and K. L. Larson, PN1.

One-story duplex buildings make up the project. The structures are fabricated of pre-cast concrete and are specially designed for comfortable tropical living. Wide eaves afford shade during the warmest part of the day, and novel louvred windows provide abundant ventilation without sun glare.

Interiors of the apartments are finished in a variety of pastel colors.

They are arranged to provide a kitchen, two bedrooms, a combination living room and dinette, bath and a combination utility room and porch in each half of each building. Furniture is of a type which is harmonious to Guam's latitude, consisting mainly of rattan and chromium items. Heavy rattan floor mats comprise the rugs. Closet space is generous, and "hot lockers" are provided for stowage of clothing which might otherwise be damaged by mildew.

Kitchens are equipped with an electric range and electric refrigerator. There are double sinks with an extended drainboard above and below which are aluminum cabinets. The combination porch and utility room includes a permanent laundry tub and a hot water heater.

At the presentation of the first four keys, all 22 completed units were opened for immediate use.



MODERN duplex buildings are specially designed for tropical living.

purposes was kept on hand at the Naval Supply Depot in Guam at all times.

But, while the "biggest" and "best" and "most outstanding"—with their impressive facts and figures—make the most interesting reading, it was (and is) the individual Navy mailman who deserves most of the credit. These men were—and are—taught that mail is sacred and that other peoples' mail is untouchable except strictly in the line of duty. Men who have had previous postal experience are in great demand in the Navy, but without a sufficient number of them the Navy must often assign relatively inexperienced men to that work. During the war, postal schools were operated at Norfolk, Va., San Diego, Calif., and Sampson, N.Y., but at the present time the aspirant for a Navy post office job must learn the trade on his own initiative if he doesn't already know it.

Men to be selected for postal duties must have a clean record and be among the best-educated enlisted men available. Their designation must be approved by the Bureau of Naval Personnel and the Post Office Department. Through careful selection and indoctrination, the Navy has maintained a splendid record of honesty in its mail-handling personnel.

The huge tasks performed by the Navy's postal people during the early 1940s are over now, but with reduced help, those remaining still have a man-size job to carry out. Credit is due, too, to the postal locator units that get your letters on their way to you no matter where your ship may be. And don't fail to give a nod of thanks to the headquarters of Navy Postal Affairs located at the U. S. Naval Communication Station near Washington, D.C.

Today, all Navy mail within the U. S. travels by the normal commercial routes and even overseas airmail flies in commercial planes. But the Navy still has an important hand in it, as your ship's mailman will assure you. In case of necessity, the Navy is prepared to operate a record-breaking pony express again to keep "mail call" sounding at frequent intervals under all circumstances. Along with their food and ammunition, Boone, Norwood, Liebman, Hinds, Powell and all their shipmates will get their letters, come what may. American sailors can't be convinced that "no news" is good news. They'll take their news when they can get it, and they get it often.

Passenger on Giant Plane Finds It's Like a Small Surface Craft

Editor's Note: An ALL HANDS staff writer was a passenger on the Navy's Constitution, largest commercial-type airplane in the world, from Washington, D.C., to San Francisco, Calif. Here is an account of the trip.

A total of 14,000 horsepower produced by *Constitution's* four engines lifted the 92-ton giant skyward. The plane's crew settled into the routine of regular flight in much the same manner as a ship's crew secures from special sea detail and settles down to under-way operations.

Passengers on the big plane relaxed in the 95 reclining airfoam seats located on the upper deck. Over the loudspeakers came a female voice, "Passengers may unfasten safety belts and smoke if they desire. You may also walk around." Later as the plane progressed westward, a running commentary was given on scenery passed over and information on flight conditions.

Sailors on the plane settled back in the comfortable seats, lit up cigarettes and drank coffee supplied by two pretty Wave flight orderlies. The sound of soft music came over the loudspeaker system. Although flying at 20,000 feet it was perfectly comfortable inside the plane's pressurized cabin, which is automatically kept at normal air pressure and temperature.

Other passengers wandered up and down the spiral stairways leading to the lower deck, or poked inquisitive heads into the galley and

washroom, which is as large as that of a railroad passenger car. Some inspected the model of the first *Constitution* mounted on the bulkhead. The beautiful scale model of the famed man o' war was presented to the Navy by movie actor Robert Montgomery.

Up forward Commander William Collins, USN, captain of the plane, moved around the "bridge" inspecting the navigation charts, the vast panel of dials and flashing lights the flight engineer was seated before, and conferring with the two co-pilots at the "wheel." *Constitution* has three pilots in addition to her skipper. "In many respects this plane is like a small surface vessel," said Commander Collins. "The captain must be free to move around the plane to inspect the work being accomplished by all members of the crew."

Pilots of the big ship expressed pleasure at the ease with which it handled. "She flies just like an over-grown fighter," said Lieutenant Commander L. R. Burnett, USN.

Crew members of *Constitution* say some aspects of duty aboard her are wonderful while others are not. "Maintenance and engine checks are tough because the regular stands for working on engines are too low and you sometimes have to hang practically by one hand and work with the other," said the crew chief.

Personnel for *Constitution's* crew are assigned to VR 44. Wave flight orderlies Delores Shinall Walk, YN1, USN, and Louise Shaull, AA, USN,

are members of a group of 23 "flying Waves" assigned to the squadron. This group of Waves alternate between trips on Navy transport planes and performing other ground duties. "I never thought I'd be a hostess on the biggest land plane in the world when I joined the Navy," said Wave Shaull, who graduated from recruit training only a few weeks before. Biggest job of the flight orderlies is checking passengers on board, serving two hot meals while under way and refreshments to passengers.

On coast-to-coast flights *Constitution* usually does not follow the regular airline routes, but climbs four miles above the earth and flies the great circle course. Normally the San Francisco to Washington trip is non-stop.

Currently the *Constitution* is making coast-to-coast runs on a non-scheduled basis. It will take many months of such flights for a proper operational evaluation to be made of the big ship. Meanwhile, as she builds up flight hours, the *Constitution* is performing a valuable airlift service with her huge payload of passengers and freight.

So smoothly did the mammoth airplane settle down on its 10-wheel landing gear at NAS Moffett Field, Calif., that most of the passengers did not realize it was on the ground. There was no need for anyone to stretch. Passengers had found they could get all the exercise desired by strolling up and down the long rug-covered passageways.



★ 1949 All-Navy All-Star Basketball Team ★

THE All-Navy All-Star basketball team for 1949 has been selected for ALL HANDS Magazine.

Picked by a board of experts designated by the Navy Department, the players nominated for All-Star billets were selected from among the cagers of the four teams appearing in the All-Navy basketball tournament for 1949. These four teams had the opportunity of augmenting their squads with outstanding players from other teams in their sports group, prior to the tournament. Consequently it is considered the best basketball players in the Navy were present at the hoop finals, and selections were made on that basis.

Here is the 1949 All-Navy All-Star Team:

- **Forward**—Lieutenant (junior grade) William W. Chandler, MC, USNR, Submarine Forces Pacific. "Doc" Chandler was known as "Wild Willie" during the years he played at Marquette University, where he was once selected for the "Little All-American" team. As player-coach of the Submarine Base, Pearl Harbor quintet, six-feet-one Chandler paced his team to the All-Navy finals and was mainly responsible for the amazing showing made by the SubPac quintet in the tournament. An excellent shot with either or both hands, Chandler is also a fine rebounder and has great competitive spirit. A unanimous choice for an all-star billet. He is stationed at the Submarine Base, Pearl Harbor, as a medical officer.

- **Forward**—Alfred H. Bullard, YN2, USN, Norfolk Flyers. "Al" Bullard was a member of the hoop squad

First Team

- **Forward**—Lieutenant (junior grade) William W. Chandler, MC, USNR, Submarine Forces Pacific team.

- **Forward**—Alfred H. Bullard, YN2, USN, Norfolk Flyers team.

- **Center**—Second Lieutenant Floyd H. Waldrop, USMC, Quantico Marines team.

- **Guard**—Leroy D. Pasco, SA, USN, Norfolk Flyers team.

- **Guard**—Lieutenant (junior grade) Adrian G. Back, Jr., USN, Norfolk Flyers team.

selected last season to represent the Navy in Olympic competition. Performed brilliantly this season for the Atlantic Fleet champs. Shoots a deadly accurate right-handed push shot from about 25 feet out, and is best from the corner. A good ball handler and a fine rebounder, Bullard is six-feet-one-inch tall. Stationed at NAS Norfolk on the staff of Commander Utility Force, U.S. Atlantic Fleet.

- **Center**—Second Lieutenant Floyd H. Waldrop, USMC, Quantico Marines. For the second year former Naval Academy star "Cy" Waldrop was the unanimous choice for the pivot spot on the All-Star team. Six-feet-four "Cy" has one of the best hook shots in amateur basketball and racked up over 700 points for Quantico during the regular season. Waldrop is a fine rebounder and is as dangerous for his deceptive passing off from the pivot as for his scoring ability. Stationed at Marine Corps Schools, Quantico, Va.

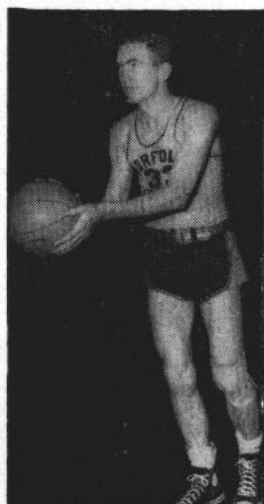
- **Guard**—Leroy D. Pasco, SA, USN, Norfolk Flyers. "Mutt" Pasco, five-feet-10-inches of lightning on the court, has been in the Navy for less than one year. Played three seasons for Texas Christian University and was among the top scorers in the Southwest Conference all three years. An uncanny dribbler, Pasco is one of the main cogs in the Flyers' scoring machinery. Also sparks the "clowning" tactics employed by the Flyers in "freezing" the ball that are somewhat reminiscent of those used by the Harlem Globetrotters. Shoots a one-handed push shot from the front court and has a leaping drive-in lay-up shot that is hard to stop. Stationed at NAS Norfolk, Va.

- **Guard**—Lieutenant (junior grade) Adrian G. Back, Jr., USN, Norfolk Flyers. "Aggie" Back is a former Naval Academy star, and was named two years in succession to All-American squads. During the regular season Back sparked the NAS Jacksonville quintet and was augmented by Norfolk after winning the group championship. Six-feet tall, "Aggie" is a great driver and shoots a bullet-like one-handed push shot on a dead run. Excellent at play-making and controlling the ball in the front court. Also good at leaping, drive-in layups. A fighter pilot, Back is assigned to Fighter Squadron Forty One, based at Jacksonville, Fla.

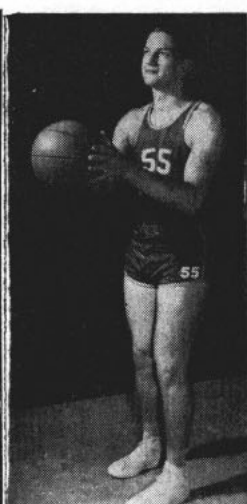
Second Team

- **Forward**—Lieutenant (junior grade) Fred M. Nevitt, Jr., USN, Fleet Air West Coast team.

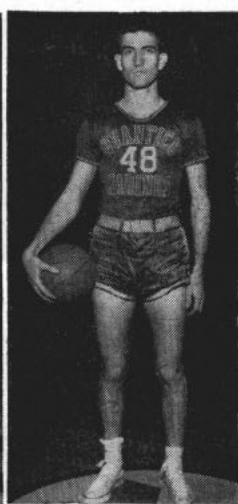
- **Forward**—James M. Patrick, SGT, USMC, Quantico Marines.



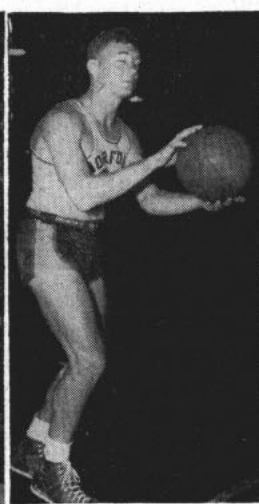
Bullard



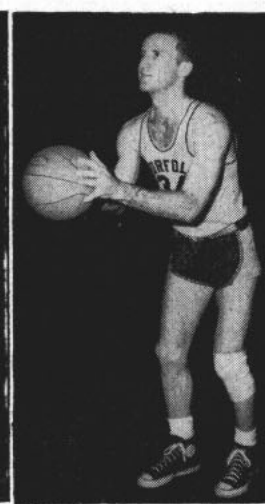
Chandler



Waldrop



Pasco



Back

- *Center*—James W. Castano, AD2, USN, Norfolk Flyers.

- *Guard*—Michael Torsky, CPL, USMC, Submarine Forces Pacific team.

- *Guard*—Robert Petinak, SN, USN, Submarine Forces Pacific team.

Members of the board that selected the All-Star team were: Commander Frank E. Frates, DC, USN, an Eastern Intercollegiate official, Chairman (CDR Frates served as referee of several games of the All-Navy tournament); Commander Raymond J. Pflum, USN, coach of the Fleet Air West Coast team; Lieutenant Colonel Russell E. Honsowetz, USMC, coach of the Quantico Marines team; Lieutenant Commander Robert F. Shoemaker, USNR, coach of the Norfolk Flyers team; Lieutenant (junior grade) W. W. Chandler, MC, USNR, coach of the Submarine Forces Pacific team; E. E. Smith, PNC, USN, Sports Editor, ALL HANDS Magazine.

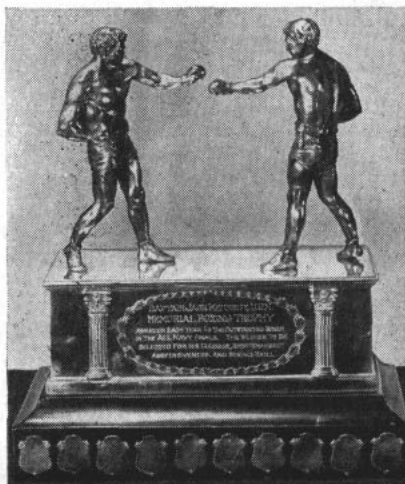
For complete on-the-spot coverage of the double-elimination tournament see pages 8 and 9 of this issue.

All-Navy Baseball

The All-Navy baseball tournament—the “Sailor World Series”—will be held the week commencing 11 Sept 1949.

Exactly where the diamond clash between the two best horsehide nines in the Navy will take place will not be known until the top team in the Pacific Area is determined. A playoff between the champion teams of the Hawaiian, Far East, Pacific Fleet and West Coast Group will be held, and the winning Group will be host for the finals.

The tournament will be between the



OUTSTANDING boxer in the All-Navy tournament will be awarded the CAPT Jack Kennedy Trophy.



TRACK and field star R. L. Grant, AMC, USN, holds collection of medals he has won in west coast meets.

champion team of the Pacific and the champion team of the Atlantic Area. A playoff between the top teams of the Middle Atlantic, South Central, North-eastern and Atlantic Fleet Groups will be held to pick one team to journey west for the All-Navy finals.

Augmentation of teams is permitted after winning a group championship. Any naval activity may combine at the beginning of the season with smaller units or activities located within its physical boundaries that furnish or are furnished common logistical support. Additional details on rules governing combination and other information on how the tournament will be conducted are contained in BuPers Circ. Ltr. 43-49 (NDB, 15 Mar 1949).

Free Throw Record Set

Cutting the cords 91 times in 100 free throws, Herb Tennison of NAS San Diego and James McDonald of Fleet Sonar School, San Diego, paced an 11th Naval District seven-man team to a record mark of 602 baskets in the National YMCA Free Throw Contest.

The new mark is nine baskets higher than last year's national team championship score of 593. The seven sharp-shooters and their scores are: Tennison—91; McDonald—91; Keith James, Marine Corps Recruit Depot, San Diego—90; Dick Hale, Destroyers Pacific—85; Chub Keckler, Destroyers Pacific—82; Paul Scantland, NAS San Diego—82; Dutch Hintz, Marine Corps Recruit Depot—81.

Navy Yawl in Ocean Race

First U.S. Navy entry in the annual Trans-Pacific Ocean Race from San Pedro, Calif., to Honolulu will be the 85-foot sailing yawl *East Wind*, a former German craft acquired by the Navy. The race begins 4 July.

Based at the small craft facility of the Annapolis, Md., naval station since 1947, *East Wind* was towed to Norfolk where her rigging and mast were to be stripped off and shipped overland to San Pedro. A Navy tug was scheduled to tow the stripped hull down the East Coast, through the Panama Canal and up to San Pedro where the vessel will be outfitted for the race.

A picked crew from the 14th Naval District, headed by CAPT John A. Holbrook, USN, will man the sailing yawl for the race.

East Wind was built in 1939 and became the personal vessel of the top man of the German Navy, Fleet Admiral Doenitz. She was captured as a prize of war in 1945.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Boxing

Period 24-28 May 1949
Civic Auditorium
Oakland, Calif.



Tennis

Week of 17 July 1949
USNA, Annapolis, Md.



Golf

Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming

Week of 21 Aug 1949
San Diego, Calif.



Softball

Week of 4 Sept 1949
Atlantic Coast



Baseball

Week of 11 Sept 1949
West Coast or Hawaii



Football

Saturday, 10 Dec 1949
West Coast

Norfolk Flyers Capture the All-Navy Basketball Crown

Like a squadron of high-speed, accurate-firing jets, the "Norfolk Flyers"—augmented team of Air Force, U.S. Atlantic Fleet—roared through the All-Navy basketball tournament for 1949 and emerged with the Navy cage crown.

Some 30,000 wildly enthusiastic spectators watched the four teams representing the Navy in all parts of the world battle it out on the mapewood of Bloch Arena, Pearl Harbor, T.H., during seven action-packed games. Teams appearing in the All-Navy finals were the Norfolk Flyers, representing the Atlantic Fleet and South Central Groups; the Quantico Marines representing the Middle Atlantic and Northeastern Groups; the Fleet Air West Coast quintet representing the Pacific Fleet and West Coast Groups and the Submarine Force Pacific hoopsters, representing the Hawaiian and Far East Groups.

Opening game of the tournament matched the Fleet Air West Coast team against the SubPac five. The Submariners, paced by Ollie Burkett, Jr., HM2, USN, and Lieutenant (junior grade) William "Doc" Chandler, MC, USNR, picked up a 10-point lead early in the contest and were never headed, the final score reading SubPac 46, Fleet Air 36. Lieutenant (junior grade) Fred Nevitt, Jr. USN, played a fine game for the losers, racking up 10.

In the second game of the tournament the defending All-Navy champion Quantico Marines were pitted against the Norfolk Flyer. Featuring a fast-breaking, slick ball-handling offense, the Flyers quickly pushed ahead to a comfortable edge over the Marines and lead at halftime 39-31. Deadly set shots by Leroy Pasco, SA, USN; Alfred Bullard, YN2, USN; Lieutenant (junior grade) Adrian Back, Jr., USN, and hook shots by James Castano, AD2, USN, kept the Norfolk cagers out in front despite frantic attempts by Quantico to catch up.

With approximately six minutes left in the game the Norfolk team went into a "freeze." With some of the slickest ball handling seen outside of professional ranks, little Leroy Pasco set the crowd of some 5,500 spectators cheering wildly as he dribbled all over the half-court with the grace of a ballet dancer while chased by two Quantico players. Finally the diminutive Norfolk guard broke away, raced through the entire Quantico team and went sailing in for a layup shot that was good.

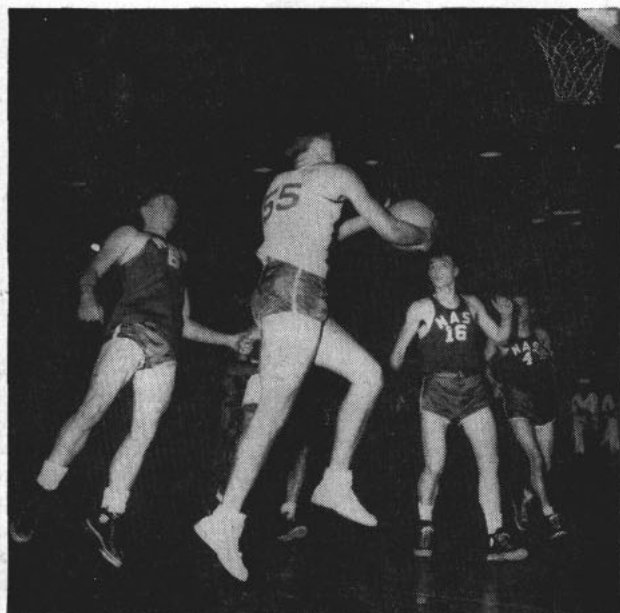
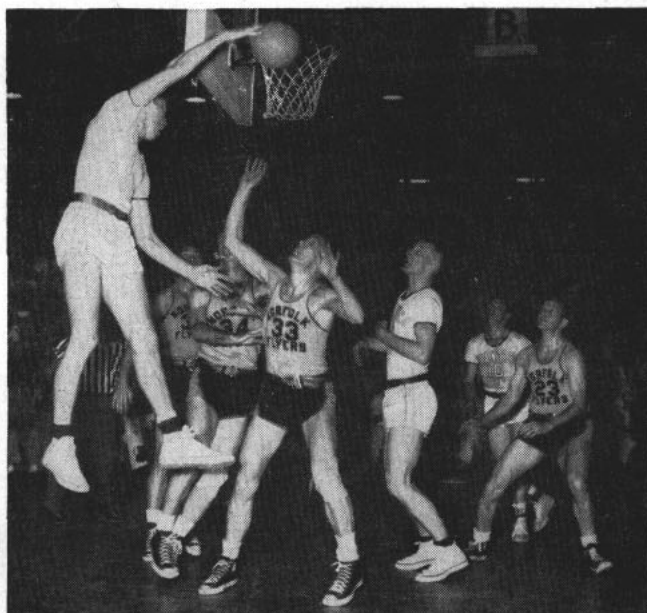
The Marines were unable to break up the Flyers' freezing tactics and went down to defeat by a 75-65 count. Scoring honors for Norfolk went to Pasco who swished 20 tallies and Castano with 16 points. During the

game Norfolk hoopsters hit an amazing average of 48 per cent of all shots attempted from the floor. Second Lieutenant Floyd "Cy" Waldrop, USMC, was superb for Quantico, hooking in 20 points. Second Lieutenant Clarence "Chuck" Friesen, USMC followed Waldrop, dropping in 13 markers.

Quantico bounced back in the third game of the tournament and rode rough-shod over the Fleet Air West Coast hoopsters, downing them by a score of 78-61 and eliminating the Fleet Air team from the tourney. Again it was Waldrop who set the pace, looping in 16 points with his deadly hook shots. Friesen and Second Lieutenant Jack Robbins, USMC, shared in the scoring with 12 and 10 counters, respectively. Murell Reeves, AA, USN, hit the hoop for 13 points to pace the Fleet Air cagers.

The Submarine Forces Pacific team, which had been rated an underdog in the tournament, surprised the spectators by matching the powerful Norfolk squad basket for basket and trailed by only four points at halftime in the fourth game of the tourney. However, in the second half deadly set shots by "Aggie" Back, pivot shots by Jim Castano and the leaping one-handed stabs by Frank Blatcher, SA, USN, pulled Norfolk ahead and they won going away, 69-57.

Al Bullard turned in a fine perform-



STANDOUT player for the Quantico Marines, 'Cy' Waldrop, leaps high to flick rebound to team mates (left). Right: Driving in for a layup shot, Chandler, SubPac's player-coach eludes Monson and Scantland of Fleet Air West Coast.



ELUSIVE Quantico forward, James Patrick, darts past Norfolk's 'Aggie' Back during the tight second game.

ance for Norfolk, racking up 10 points with one-handed pushes from the corner. Outstanding for the losers was "Doc" Chandler, who fired in 22 points from all angles. He was followed by Michael Torsky, CPL, USMC, who hit the hoop for 14 counters with his hard-to-stop over the head push shots.

Tension ran high in the fifth game of the tournament between SubPac and the Quantico Marines. Both of these teams had dropped one game and under the All-Navy rules, after two losses a team is eliminated. The inspired Submariners, led by Chandler, pulled ahead of Quantico in the second quarter and by halftime the Marines trailed by 13 points.

The stunned Quantico hoopsters fought frantically to come back in the second half, but missed shot after shot as the red-hot SubPackers continued to cut the cords. SubPac won 62-55, and Quantico was eliminated from the tournament. Chandler and Mike Torsky led the scoring for SubPac with 16 and 13 points, respectively. Waldrop played brilliantly for Quantico, whipping in 22 points.

Now the tournament was narrowed down to a battle between SubPac and Norfolk. A tremendous crowd of over 6,000 filled Bloch Arena to overflowing for the sixth game of the tourney, and yelled themselves hoarse as the amazing SubPac quintet pulled ahead of the Flyers at half-time, leading 35-30. However, accurate long-range set shots by Lloyd Wood, AD1, USN,

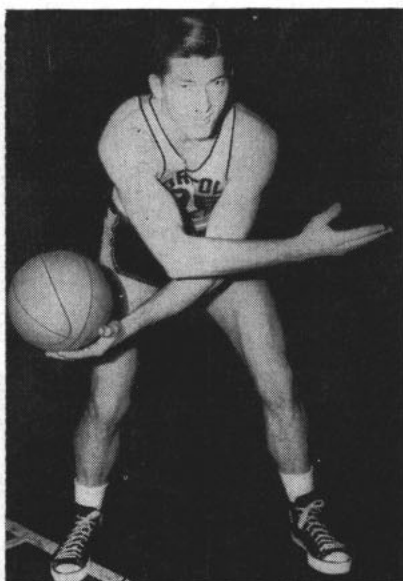
put Norfolk back in the game, and by the end of the third quarter the lead was switching constantly.

With 30 seconds remaining in the game the score was tied, 64-64. SubPac's "Doc" Chandler dribbled down court and was fouled by an over-anxious Norfolk player. He stepped calmly to the foul line and swished the winning tally. The final whistle blew before Norfolk's Lloyd Wood could race back down the court with the ball. Thousands of hats were hurled in the air as the final score read SubPac 65, Norfolk 64.

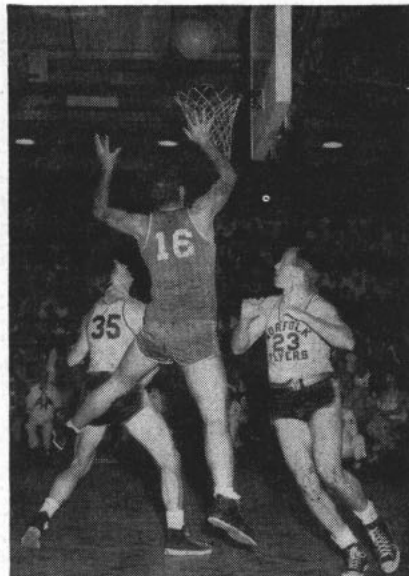
Big guns in the scoring column for SubPac were Chandler and Robert Petinak, SN, USN, with 15 and 14 points each. Petinak was also superb at gathering in rebounds. Again big Jim Castano, "Aggie" Back and Leroy Pasco were outstanding for the Flyers, with 15, 14 and 11 tallies, respectively.

Final game of the tournament saw a determined Flyer squad trot on the court to meet the SubPac quintet in a "sudden death" game for the All-Navy basketball crown. However, the hard-fighting Submariners again forged ahead and lead 23-19 as they left the court at half-time amid the thundering ovation of the largest crowd ever to pack Bloch Arena.

It was a different story the second half of the game. Paced by Al Bullard, the Flyers came roaring back to recapture the lead. The "gunners" of the Flyer squad, "Aggie" Back, Leroy Pasco, Frank Blatcher and Jim Castano all began whipping bullseye shots



BRILLIANT center for the Norfolk cages, James Castano, AD2, won the All-Navy Sportsmanship Trophy.



PUSH SHOT is made by Burkett, SubPac center, as Castano and Wood of the Flyers cut for the rebound.

through the nets. SubPac began to falter. With over eight minutes remaining in the game and leading by 12 points, Norfolk began its famous "freeze." The Submariners fought valiantly, but could not cope with the superb ballhandling of the Flyer team. When the final whistle of the tournament blew the Norfolk Flyers were the All-Navy basketball champions by a score of 52-38.

James Castano, AD2, USN, amiable center of the Norfolk cages who played brilliantly throughout the tournament, was voted the All-Navy Sportsmanship Trophy for his sportsmanlike conduct by the players of the three opposing teams. He was presented the trophy by Rear Admiral Charles H. McMorris, USN, Commandant, 14th Naval District, following the final game.—Earl Smith, PNC, USN.

Marianas Basketball Champs

Although slowed down from its first 11-game average of 100 points per game, Guam's First Provisional Marine Brigade basketball team still had enough steam left to defeat the Naval Barracks 56-51 and win the All-Service Basketball Championship of the Marianas Islands.

As it donned the island hoop crown the Brigade quintet boasted a record of 29 consecutive wins against no defeats. During the season the sharp-shooting Marines trampled Fleet Air Wing One by the amazing score of 160-28.



PRESENTATION of belt to All-Navy 125 lb. wrestling champion Frank Gigletto, PFC, was made by RADM Thomas L. Sprague, Chief of Naval Personnel.

All-Navy Wrestling

When the last two pair of legs and arms were untangled at the All-Navy wrestling tournament, a major share of the All-Navy mat crowns had been collected by musclemen representing the West Coast sports group. Five of the eight championship titles were won by wrestlers from 11th Naval District's Navy and Marine Corps activities, which supplied most of the West Coast Group entries.

A team of grapplers from each of the eight sports groups met at the U.S. Naval Academy, Annapolis, Md., for the All-Navy title tussles. Wrestling teams from four of these groups captured the eight titles at stake, the Middle Atlantic Group, South Central Group and Pacific Fleet Group maulers each annexing one of the three championships West Coasters failed to land.

Two 1948 All-Navy champions successfully defended their crowns against aspirants, while two other of last year's titleholders were defeated. The twice All-Navy wrestling champions are giant, six-feet-four, 220-pound William Norris, CPL, USMC, the heavyweight (unlimited) titleholder from Marine Corps Schools, Quantico, Va., and Raymond J. Hamm, CPL, USMC, the powerful and aggressive light-heavyweight (191 pounds) champ stationed at Marine Corps Recruit Depot, San Diego. Norris, wrestling for the Middle Atlantic Group team, defeated runner-up West Coast Group representative John D. Gibson, SA,

USN, from NTC San Diego, for a new one-year lease on his crown. Hamm downed George Galli, AA, USN, of NATTC Memphis, the South Central Group entry, to top all contenders for the second consecutive season. The Marine light-heavy matman wrestled as a member of the West Coast Group team.

Only ship-based sailor to capture a title was Wilford S. Eckles, EMFN, USN, stationed on board USS *Nereus* (AS 17), and wrestling for the Pacific Fleet Group. He dropped runner-up John Godek, SN, USN, of NAPS Bain-

bridge, the defending All-Navy middleweight (165 lbs.) champion representing the Middle Atlantic Group.

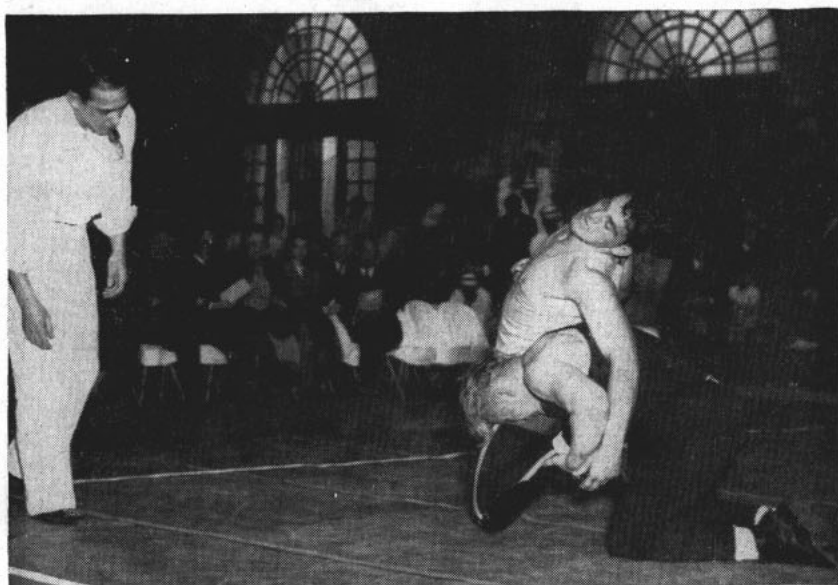
Laurels in the welterweight (155 lbs.) class were collected by Alfred E. Good, Jr., HA, USN, stationed at Hospital Corps Schools, San Diego. Wrestling for the West Coast Group, Good toppled Middle Atlantic Group champ Herbert E. Kleopping, ET3, USN, of NAPS Bainbridge, for the All-Navy title.

Top man in the lightweight (145 lbs.) division was John T. Patrick, SN, USN, of NTC San Diego, another of the West Coast Group's rugged wrestlers, who defeated runner-up Ira V. Renner, ADC, USN, of NAS Corpus Christi, the South Central Group representative. Renner was the other '48 champ to lose his crown.

The 1949 All-Navy featherweight (135 lbs.) championship went to another West Coast Group entrant, Richard K. Collyar, SR, USN, of NTC San Diego. Collyar pinned runner-up Tharrell Tilgner, AA, USN, of NAS Corpus Christi, a member of the South Central Group team.

MCRD San Diego's Frank A. Giglitto, PFC, USMC, the West Coast Group's bantamweight (125 lbs.) champ, grappled his way to an All-Navy title by dropping Donald E. Cooper, BM3, USN, stationed on board USS *Nereus*, to the canvas. Cooper, the runner-up, entered the finals as a representative of the Pacific Fleet Group.

New flyweight (115 lbs.) champion



TOE HOLD is clamped on George Galli, AA, by Raymond Hamm, CPL, All-Navy light-heavy champion during hard-fought match at the Naval Academy.

is Robert Templeton, AA, USN, of NATTC Memphis. Templeton, the South Central Group entry, defeated the Middle Atlantic Group's Richard L. Powers, PH3, USN, of Naval Receiving Station, Washington, D.C. Powers was runner-up in this class.

Belts were presented to the eight All-Navy champions by RADM Thomas L. Sprague, Chief of Naval Personnel.

Training by Television

The Navy's Special Devices Center at Sands Point, Long Island, N. Y. was the originating site of a half-hour telecast demonstrating the possibilities of television for military training. The Sands Point telecast followed a quarter-hour Navy television program which was broadcast from Washington, D.C.

The 15-minute Washington portion of the program consisted of a discussion of television's value to the armed forces. Televised educational programs beamed to ships at anchor were suggested. Instruction of a uniform nature, provided by the country's best teachers and available to classes throughout the services was mentioned as an advantage offered by television.

In the half-hour portion of the program provided by the Special Devices Center, a novel and interesting method of showing television's promise in education was used. A well-known television announcer was shown visiting the center. Officers and instructors took charge of the announcer in turn, showing him the highlights of their respective departments. Of special interest were ground-training devices for student flyers. An amusing portion of the program showed the visiting announcer at the controls of a "synthetic" trainer which gave all the reactions of a plane under inexperienced handling.

Demonstrating the use of conversation, diagrams and material objects in televised instruction, a civilian teacher showed the working principles of an electric meter in a later portion of the program.

The television station at Sands Point was set up as a project of the Office of Naval Research. Classes in naval ordnance and gunnery are telecast twice each Monday and Wednesday to the Merchant Marine Academy at Kings Point, L. I., four miles away. Some of the students at the academy study those subjects by television while the rest are taught by the conventional methods. A psychology professor from a leading university is evaluating results of the two methods.

SIDELINE STRATEGY

The fact that the caliber of Navy teams all over the world is getting better each season is indicated by the attention focused on sailor squads by top-ranking colleges. Many sports-minded Navy activities are getting bids from major colleges to schedule football and basketball games.

One of the reasons the All-Navy Basketball Tournament was



such a colorful spectacle was Commander Frank Frates, DC, USN. The sports-minded dentist, who is also a well-known Eastern Intercollegiate basketball official, put on a great show while refereeing the All-Navy tilt. Spectators got a big kick out of the acrobatics Commander Frates performed every time he tooted his whistle in the course of the tournament.

Out at the Submarine Base, Pearl Harbor, T.H., the base's baseball team is collecting aching muscles and bruises with a ven-



geance as they get under way for this season's horsehide struggle. Lieutenant H. H. "Trader" Horn's charges, who were defeated by the Quantico Marines in the All-Navy finals last year, wish to make it known they are reaching for the All-Navy baseball crown this year with renewed energy. SubBase's football-basketball-baseball star, Robert Petinak, SN, USN, one of

the finest athletes in the Navy, will be moved from behind the plate to the outfield.

Watch for powerful teams in baseball, softball, football and basketball to come out of the West this year. ComAirPac is forming a single team from all Fleet Air West Coast personnel under his jurisdiction for these sports. The football team will train at Alameda and be coached by Lieutenant Jack McQuarry, USN, a former collegiate star who mentored the tough-luck NAAS Ream Field gridironers last season. The AirPac team will be studded with such stars as Charles "Chips" Norris, AD1, USN, who performed brilliantly for NAS Alameda last season.

Something new in sailor sports has sprung up at ComServLant Headquarters, Norfolk, Va. Neil



Levitt, JO2, USN, reports that four Filipino stewards are attracting big crowds with their kite flying. The kite-flyers—M. Aquino, P. Sison, G. Elefante and F. Bruno, all stewardsmen on duty at ComServLant, have fashioned a variety of kites modeled after the famous sarangola kites of the Philippines. These kites are shaped like butterflies and airplanes, and sometimes are so large as to require several men to handle. Sharp-edge knives are attached to the kites and when two of these kites meet at altitudes as high as 1,200 feet a "dogfight" takes place. An expert handling the kite string can maneuver his kite so as to slash an "opponent" to shreds.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



THE STAFF of the *Great Lakes Bulletin* discusses the relative merits of photographs for possible use in forthcoming issue.

Paper Does Good Job of Passing the Word

A VETERAN among ship and station newspapers is the *Great Lakes Bulletin*, a handsome weekly tabloid serving 20,000 bluejackets stationed at the Naval Training Center, Great Lakes, Ill.

Exact age of the *Bulletin* is rather vague, as becomes a grand old lady. It is certain however, that the paper has been published under the *Bulletin* banner for at least 25 years.

It is definitely not the station's oldest paper, for old old-timers on board the center recall *The Station Log* and the *Great Lakes Recruit* as forerunners of the *Bulletin*.

Reaching its circulation height during World War II with a 70,000-copy press run, the *Bulletin* dropped during peacetime demobilization to 12,000—a healthy figure which any weekly might well envy.

Fundamentally a house organ, the *Bulletin's* main aim is to "pass the word." Everything from the local

movie schedule to reviews of the latest Alnavs finds its way to the pages of this sheet. Official news direct from the Bureau of Naval Personnel is furnished by the Ship's Editorial Association's *Clipper*, a clip-sheet whose authentic items are run word for word.

Navy men are like men all over the world. They like to relax when the day's work is done, and sometimes before. A large percentage of the *Bulletin's* space is concerned with helping the Great Lakes bluejacket to do just that. A regular joke column, "Out of the Sea Bag," cartoons and pinups bring many a chuckle from *Bulletin* readers.

The 1948 football season gave birth

to a "Pick the Winners" contest. Readers were asked to submit their predictions on the outcome of outstanding grid games throughout the country, and the NTC Recreation and Athletic fund provided prizes. The contest was acclaimed an outstanding success. So much so, in fact that production was stopped each Monday morning as contest blanks were checked by the Staff.

As part of its editorial policy the *Bulletin* gives its wholehearted support to various approved charity drives conducted aboard the center. The Red Cross, Navy Relief, The March of Dimes; the *Bulletin* gives wide publicity and promotion to such campaigns.

Of course, much of the *Bulletin's* space is devoted to happenings aboard the center. Although Seaman Smith might be interested in an article about our Mediterranean task force, he is much more interested in the fact that

Ship and Station Newspapers
Will Find It Hard To Beat
This Handsome Weekly Tabloid

Tommy Dorsey will play for a Center dance or that the Bluejackets will meet the Fort Sheridan team on the basketball court tomorrow.

As far as the average sailor is concerned, members of the Navy's "fourth estate" are strictly "racketeers" who never did a day's work in their lives. Very few bluejackets realize the amount of painstaking work necessary to turn out each week's edition.

Approximately 20,000 words must be written to fill the eight pages every week. Every one of those thousands of words must be edited for spelling and punctuation and the accuracy of every fact must be checked.

The *Bulletin* has made a fetish of accuracy since one faux pas committed several years ago. A radioman stationed at Great Lakes dashed into the office waving a telegram from a Minneapolis law firm which stated that his rich uncle had died, leaving him a \$70,000 estate. The *Bulletin* front-paged the story, a scoop as the staff thought, complete with cuts of the telegram and the lucky Bluejacket. The story was picked up by Metropolitan dailies and wire services, who investigated and found that the law offices were located in the middle of a vacant lot and that "Uncle" was strictly a product of the bluejacket's publicity-hungry mind. Potential "scoops" of this nature are now looked upon with disfavor in the *Bulletin* offices.

The *Bulletin's* work week begins on Friday morning, a scant 10 hours



EVERYBODY at Great Lakes reads the *Bulletin*. Because of the variety of its make-up, each new issue contains something of interest for all hands.

after that week's edition has been "put to bed" in the plant of a Kenosha, Wis., daily. The task of gathering and editing the news must begin in order to meet the two weekly copy deadlines. The paper's schedule for copy and photo deadlines is much more complex than that of most publications. It is not a simple matter of handing the material to a copy boy who takes it to the composing room. The *Bulletin's* copy must be sent, via train, to Kenosha. The photo-copy, from which photo-engravings are made, is sent to Mil-

waukee. Speed-runs to the train station have caused many a white hair among *Bulletin* staffers.

This situation has brought about many minor catastrophes. The editors sounded "General Quarters" when the printers of the Kenosha plant elected to stop work on the day the *Bulletin* was to go to press. With half of the copy already set and the rest scattered about the composing room, it appeared that there would be no *Bulletin* for that week. However, loaded with galleys of type, engravings, and dripping copy, the staff returned to Great Lakes and a two-page issue was printed.

A letter of commendation from the Commander, Naval Training Center, to the supervisory officer read in part: "... you were able, through the perseverance and capabilities of yourself and your staff, to publish a smaller but professional issue in spite of the absence of normal facilities. . . ."

"... This issue of the *Great Lakes Bulletin* is a credit to yourselves and is typical of the journalistic standards that have kept the *Great Lakes Bulletin* one of the finest service newspapers.

"In continuing to contribute materially to the high morale at the Naval Training Center, it is a pleasure to commend the staff."

As long as the United States Navy and its men and women continue to make news, the *Bulletin* and its counterparts throughout the world will continue to report that news.—Conrad A. Wenner, JO3, USN.



COPY for the *Bulletin* must be sent by train to printers in Kenosha, Wis. Frequent frantic rushes to the station give the editors many gray hairs.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SUB TRAINING** — Lieutenants "junior grade" and ensigns may submit applications for the class of January 1950 submarine training at the Submarine School, New London, Conn.

Applications for sub training, forwarded through regular channels, must reach BuPers by 15 Aug 1949.

To be eligible, officers must have completed one year commissioned service as of 1 Jan 1950, be qualified as OODs underway and sign an agreement not to resign from the service during the six-month course or for one year thereafter.

Ensigns who apply must have a date of rank prior to 1 Jan 1949. Applica-

tions for sub training submitted prior to receipt of BuPers Circ. Ltr. 58-49, which authorizes applications for the new class, must be resubmitted.

• **AGE LIMIT**—The age limit for candidates for naval aviation cadet training is now 27 years instead of 25. Minimum age is still 18, as previously.

Purpose of the change was to open the NavCad program to certain highly desirable men who otherwise would be excluded. For complete details of the NavCad program, correct except for the change mentioned here, see **ALL HANDS**, September 1948, pp. 50 and 51.

Mustang Retires After 22 Years in Service

Shipmates of USS *Duxbury Bay* (AVP 38) lined up in full dress uniform for a farewell inspection by their engineering officer, a gesture of honor toward the mustang retiring after 22 years in service.

Lieutenant Evan E. Watts, a veteran submariner who first entered the service in 1927, walked down the rows of personnel at a pier at NAS San Diego.

Duxbury Bay's commanding officer and executive officer each gave short addresses honoring Watts.

Much of Watts' service was in submarines, and during the war he made a total of 13 war patrols. He saw service in four different underseas craft—*Seawolf*, *Pike*, *Stingray* and *Chub*. He was promoted to warrant electrician in 1942 while on duty in *Stingray*.



LAST OFFICIAL ACT of LT Evan E. Watts on leaving USS *Duxbury Bay* for retirement to Fleet Reserve was an inspection of the enlisted personnel.

• **RETRAINEE CRUISES**—The Navy has found a way to smooth the path of "discipline cases" back into the fleet—and at the same time provide Reserve units afloat with some experienced assistance.

The discipline cases, general court-martial prisoners who have been approved for restoration to duty and who have been confined for periods up to four months at the U. S. Naval Retraining Command, Mare Island, Vallejo, Calif., are allowed to take a weekend cruise with Naval Reservists to the benefit of all concerned.

During the cruise, the "retrainees" are put on the watch list according to their former ratings. On the two cruises to date, "retrainees" have not only stood their regular cruise watches but, in many cases, have volunteered for other duties.

The experiment has been termed "an unqualified success" by officers of the Retraining Command, local Naval Reserve unit and commanding officer of the USS *George A. Johnson* (DE 583), the training ship. Ship's company officers rated cooperation as "excellent."

The cruises have had a beneficial effect upon the offenders as well. The easy attitude with which the two groups have been accepted by their temporary shipmates has gone far toward reassuring the offenders that their mistakes will be forgotten and that the Navy is willing to take them back.

Encouraged by the two weekend cruises with the mixed crews, the Navy is thinking seriously of extending the pre-discharge orientation of its prisoners to the East Coast.

• **COURSE LENGTHENED** — With an addition of 10 more weeks to provide gyro compass instruction, the Interior Communications Electricians School in Washington, D.C., now has a comprehensive course lasting a total of 42 weeks.

It is the Navy's only gyro compass school at present, the one at Brooklyn, N. Y., having closed in April.

Classes convene every eight weeks with a total quota established at 34 students, 20 from ComServLant and 14 from ComServPac.

Eligible for the training are ICs second class and above who have successfully passed an examination demonstrating thorough knowledge of the mathematics and electricity covered in the first 14 chapters of educational manual EM 972. Personnel who have

WHAT'S IN A NAME



Skylarking

"Skylarking," a practice frowned upon in today's Navy, was first coined to express the spirit of fun of running through the rigging and sliding down the backstays of sailing ships.

In those lusty days of iron men it was the practice of the younger and more energetic sailors to find sport and training by playing a game similar to follow the leader. Some robust seaman would sound the call and off he would head for the fighting top of the warship. Others would follow in the merry chase and for a little while the ship would echo with their laughter.

Old-timers, who were already well versed in the art of working in the rigging, considered such didos more or less a waste of time. To them it was only play.

The word "skylark," when separated into two words, has the meanings *atmosphere* and *play*.

finished both the 34-week course at the Naval School, IC Electricians, Washington, D. C., and the 16-week course at Naval School, Gyro Compass, Brooklyn, N. Y., are not eligible for the 42-week course.

Assignments are by TAD orders on a returnable quota.

The six phases of instruction are divided as follows:

- Basic electricity and associated mathematics (AC and DC), eight weeks.
- Audio frequency amplifiers, test equipment and MC systems, nine weeks.
- Sound motion picture equipment, two weeks.
- Interior communication instruments, seven weeks.
- Automatic telephones, six weeks.
- Gyro compass, 10 weeks.

Requests for assignment to the school should be addressed to ComServLant or ComServPac—depending on present duty stations—via official channels. The next class convenes 16 May 1949.

• **RESERVE TRAINING**—The Navy is embarked upon a mutual-aid program to assist in the training of the Coast Guard Reserve.

Because the Coast Guard operates under the Navy Department in time of war, all possible assistance is being given to the training of Coast Guard Reserves.

Under the new program Coast Guard Reservists are authorized to participate in all Naval Reserve training except aviation, without pay or allowances, as individuals integrated into Naval Reserve training groups appropriate to their rating or classification, or by holding classes and drills as units.

Navy instruction and supervision will be provided Coast Guard Reservists participating in the Naval Reserve program, but Coast Guard district headquarters will retain responsibility for personnel accounting and administration.

Navy Department officials consider the new training program will ultimately be of mutual benefit to the Navy, the Coast Guard and the nation in the event of a national emergency.

• **PROMOTION EXAMS** — Examinations for promotion of Marine Corps officer and enlisted male personnel are scheduled to be given this year for the first time since the war.

Enlisted personnel eligible for promotion will take exams in May and June throughout the Corps, and officers' professional tests, now under way, began 25 April.

Two tests on general military subjects are prepared for enlisted men. One is for corporals, and the other is for pay grade 2, 3 and 4 sergeants.

Since sergeants will all be taking the same examination, higher scores will be required of men eligible for promotion to the higher sergeant grades.

The date of 10 May has been set as the last on which Marine Corps enlisted personnel may be promoted without taking the exam.

Officer examinations are of the objective type—a change from the pre-war essay-type test—and are made up of approximately 250 questions, mostly multiple choice.

The tests will be graded mechanically at the Marine Corps Schools, Quantico, Va., and will receive only two marks—"satisfactory" or "unsatisfactory."

Promotions are made only when vacancies exist.

HERE'S YOUR NAVY



Scientists in the Navy's Office of Naval Research are carrying on continuing research in the field of nuclear power. Many problems exist which were not foreseen by those who envisioned "atom-powered" vehicles of all types within a year or two after Bikini. For instance, because of heavy radiation-proof shielding required, it is estimated that a nuclear-powered automobile would weigh 50 tons or more.



To decrease the size and weight—not the thickness—of radioactivity shields, physicists hope to decrease the size of the nuclear piles enclosed within them. Smaller nuclear piles which will generate the same power as large ones must operate at very high temperatures. Suggested coolants to keep the heat within bounds range from high-pressure helium gas to molten lead.



Scientists say that possibly, through hard work, a nuclear-powered submarine may be produced within a few years. The locomotive and the airplane appear much more difficult to them—particularly the plane. The stationary shore-based power plant offers the fewest problems, but uranium is not expected to replace coal for quite a while yet.

Proposed Legislation Affecting Naval Personnel Listed in Complete Roundup

Hearings before a sub-committee of the House Armed Services Committee continued on the pay bill while other measures of interest to the naval establishment were introduced, reported or passed by Congress.

The sub-committee listened to the enlisted man's viewpoint of the pay bill as presented by several officials of a mustang organization, the "Navy Officers Who Have Come Up From the Ranks" group.

Indications were that the Senate Armed Services Committee would wait until the House committee had

considered the service pay revision bill before holding its own hearings.

Several recommendations for amendment of the bill were proposed in testimony of various interested groups of service personnel, many of which concerned retirement provisions.

Congressional action on other bills is summarized below:

Enlisted Pilots—S. 1270: Reported; to repeal existing law relating to removal of 20 per cent requirement, in time of peace, of enlisted personnel employed in aviation tactical units of

the Navy, Marine Corps and Air Force.

Foreign Awards—S. 632: Passed and approved as Private Law 8; to authorize acceptance of gifts and decorations from foreign governments.

Limit Removed — S. 630, H.R. 1748: Passed and approved as Public Law 16; to remove the upper age limit for appointment in the Supply Corps.

Duty Choice—H.R. 3936: Introduced; to strengthen the national defense by making it possible for persons drafted under the Selective Service Act of 1948 as well as all other personnel to choose the type of units in which they serve.

Defense Department—H.R. 3845: Introduced; to convert the National Military Establishment into an executive department of the Government, to be known as the Department of Defense, and to provide the Secretary of Defense with appropriate responsibility and authority, and with civilian and military assistance adequate to fulfill his enlarged responsibility.

Navy Services—H.R. 3833: Introduced; to permit in certain cases the sale of utilities and related services to municipalities by the Secretary of the Navy and the Secretary of the Army or their designees.

Defense Official—Passed and approved as Public Law 36; to amend the National Security Act of 1947 to provide for an Under Secretary of Defense.

Service List—H.R. 3611: Introduced; to provide for the preparation, printing and distribution of a list of all persons who died on active duty with the armed forces after 26 May 1941 and before 3 Sept 1945.

Awardees' Retirement—S. 1264: Introduced; to provide for the retirement of any holder of the Medal of Honor with the rank, pay and allowances of a captain in the Army or Marine Corps or of a lieutenant (senior grade) in the Navy or Coast Guard, and to provide for the award of adequate pensions to the widow and minor children of any such holder.

Wind Tunnel — S. 1267: Introduced; to promote the national defense by authorizing a unitary plan for construction of transonic and supersonic wind tunnel facilities and the establishment of an Air Engineering Development Center.

Payment Checkage — S. 278: Passed Senate and House with amend-

Doors of This Lovely Chapel Are Always Open

The door is always open here . . .

Almost every naval base throughout the U. S. and overseas has a station chapel. One of the most impressive of those overseas is the small green and white structure at the crossroads of the Submarine Base in Pearl Harbor, T.H.

The most outstanding feature of this particular chapel is that the door is always open. Night or day, personnel on the base can glance in and see the invitation which the lighted altar presents.

Its keynote is simplicity, with lines

compared to that of the "little church back home." Painted a clean white with a green roof and trimming, it has a steeple that stands out sharply against the blue-Hawaiian skies, keeping watch over the base. Constant attention keeps the small church immaculately clean and ready for a service at all hours of the day and night.

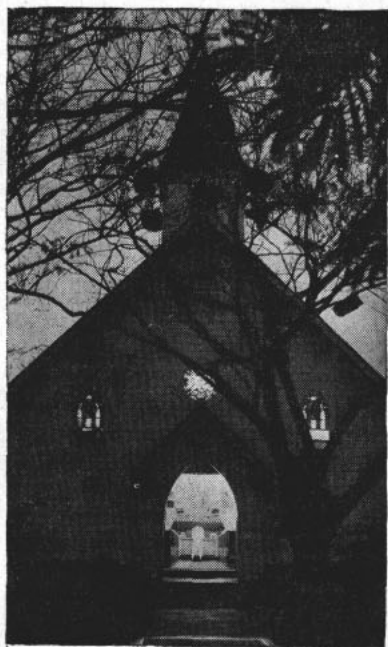
Lieutenant Commander J. P. Moorman, Jr., ChC, USN, the present chaplain at the base, had this to say about the chapel: "It's always ready for a service, replete even to flowers—white flowers."

In explaining the reason for the white flowers, he said, "You see, the chapel is very popular for weddings here in Pearl Harbor. I haven't any figures to substantiate what I say, but I think we probably have more weddings here than any other chapel in the area."

A 16-voice mixed choir takes place in the various services, and there is a new set of chimes bought with money from the chapel's own fund.

After being built in 1944 by the men of the submarine base under the direction of the repair department, one of its first services was a memorial for the crew of the submarine S-28.

The chapel is well attended, averaging about 200 people every Sunday morning. On Christmas Eve, the overflow crowd outside nearly surrounded the chapel. At Easter this year it was necessary to broadcast the service outside on a public address system to handle the large number of worshippers.—W. H. Tebbetts, YNC, USN.



INVITATION to worship is offered by the lighted altar of the small green and white chapel in Hawaii.

ment; to prevent retroactive checkage of payments made to certain retired officers of the Naval Reserve.

Territorial Waters—Senate Resolution 88: Introduced; study and investigation to determine what legislation may be appropriate to define and delimit the territorial waters of U.S.

Award Extension—H.R. 3752: Introduced; to extend the time for initiating recommendations for certain naval and military decorations for acts performed during World War II.

Gold Stars—S. 1367: Introduced; to amend the Act of 1 Aug 1947 so as to include grandparents within the class of persons entitled to receive a gold star lapel button.

Educational Benefits—S. 1364: Introduced; to extend the educational benefits of the Servicemen's Readjustment Act of 1944 to the widows and children of certain deceased veterans of World War II and to the spouses and children of certain totally disabled veterans of World War II.

Benefits Extension—H.R. 3917: Introduced; to extend the educational benefits of the Servicemen's Readjustment Act of 1944 to the children of veterans of World War II where the veterans have received no educational benefits under such Act.

Payment Refunds—House Concurrent Resolution 53: Introduced; to direct the Veterans Administration to refund to veterans during the current fiscal year overpayments of premiums on National Service Life Insurance.

Navy GCA Teams Aid Airlift

Navy and Air Force planes on the Berlin Airlift are receiving landing assistance from six ground controlled approach crews sent to Germany by the Navy.

The six officers and 34 enlisted personnel making up the six crews were assigned to one of the airlift bases by the wing commander at Weisbaden.

Formerly stationed at naval air stations at Squantum, Mass., Willow Grove, Pa., and Grosse Ile, Mich., the crews man the GCA equipment on a 24-hour basis.

Two squadrons of Navy planes—VR-6 and VR-8—have been operating since November from the Rhine-Main airport near Frankfurt.

In the first three months of operations, these two squadrons led all others in an efficiency rating based on the per cent of assigned load actually delivered at Berlin. VR-8 carried 121 per cent of assigned tonnage; VR-6, 116.



WORLD'S RECORD simulated dive of 561 feet was established by Harold Weisbrod, BM1. First to congratulate him was Wesley Singleton, MEC.

Diver Makes Simulated Descent of 561 Feet

A 29-year-old Navy deep sea diver established a new world's record simulated dive of 561 feet in a water-filled pressure tank at the Experimental Diving Unit, Naval Gun Factory, Washington, D.C.

The diver, Harold Weisbrod, BM1, USN, attached to the Experimental Diving Unit, exceeded the previous record of 550 feet for a wet-tank dive, which was set by a civilian in Milwaukee in 1945.

Weisbrod, a veteran of 11 years naval service, has the distinction of being the only human to withstand successfully the underwater pressure of 264.6 pounds per square inch.

Equipped with a diving suit weighing approximately 235 pounds, Weisbrod was lowered into the tank and eight and a half minutes later he attained the simulated depth of 561 feet.

Weisbrod stayed at 561 feet for one and a half minutes before starting the three-hour and 18 minutes process of decompression. Expert Navy technicians constantly checked pressure gauges and clocks during the dive and tabulated important data for the decompression chart. The senior medical officer of the unit checked samples of gas from Weisbrod's helmet to maintain the proper helium-oxygen ratio. The element of danger was constantly present.

Although the world record wet-

tank dive was made in only 10 feet of water, the conditions of great depth were created by applying air pressure upon the surface of the shallow water. The intense pressure of 264.6 pounds per square inch—18 times the atmospheric pressure at sea level, was exerted by the water against Weisbrod's body.

Weisbrod said after it was all over that despite the tremendous pressure he wasn't too uncomfortable but was "plenty hungry" and a "little tired."

A touch of humor was displayed by Weisbrod. He could be heard by observers over the two-way telephone, singing in Spanish "Mama Yo Quiero (I Want My Momma)." The helium intake at such a great depth garbled his voice so that it sounded like Donald Duck's.

The first one to congratulate the ace diver after he ascended from the tank was Wesley Singleton, MEC, USN, first class diver and co-holder of the U. S. Navy open-sea diving record. He and George W. McCullough, GMC, USN, set the record together by diving 485 feet off the coast of Key West, Fla., last December. Singleton operated the pressure gauges during Weisbrod's experimental dive.

Purpose of the simulated dive was to test new equipment and to calculate decompression tables used as reference in deep sea diving.

The Sea-Going Merchant Marine Reserve

IN THE MONTH of May one hundred and thirty years ago, a wooden, carvel-built ship, 120 feet long, equipped with sails and adjustable paddle wheels, sailed from Savannah, Ga., on an historic voyage.

Before she reached her destination 29 days and 11 hours later, the billowing clouds of smoke which trailed her wake aroused great confusion among the crews of sailing ships that passed nearby. One British vessel, mistaking her for a ship on fire, chased her for a whole day and was finally compelled to drop a shot over her bow to stop the smoking vessel.

This puzzling ship that could move without sails was the world's first ocean-crossing steamer, the *ss Savannah*. She successfully completed her journey to Liverpool, thus opening a new chapter in the growth of the American maritime service, and marking the birth of the modern merchant marine.

May 22, the sailing date of the first trans-Atlantic steamship, is now celebrated each year as National Maritime Day, in tribute to the world-wide water-born cargo and passenger service of the United States Merchant Marine.

Today the merchant marine constitutes a reserve from which a body of trained men, as well as ships, are available to fill the needs of the Navy.

Recognizing this asset the Navy has established the Merchant Marine Naval Reserve as one of the four com-



PENNANT of Naval Reserve bears this insignie. It is flown today by 120 ships of the Merchant Marine.

ponents of its peacetime Reserve program.

Fifteen thousand sea-going merchant marine officers make up the MMNR component. Of this number 60 percent are deck and 40 percent are engineer officers. Over 5,000 MMNRservists served on active Navy duty in World War II. The requests of another 5,000 Reservists for active duty were turned down because they could better serve the nation in jobs with the civilian merchant marine.

Today 120 ships of the postwar merchant marine are commanded by Reservist skippers and fly the blue pennant of the Naval Reserve, signifying that more than 50 per cent of their officers, as well as the master, are Reservists, and that the ships are suitable as naval auxiliaries.

First to fly the USNR flag was the

ss America, sparking the postwar program of this country several weeks before the *Queens Mary* and *Elizabeth* qualified to fly the colors of the Royal Naval Reserve.

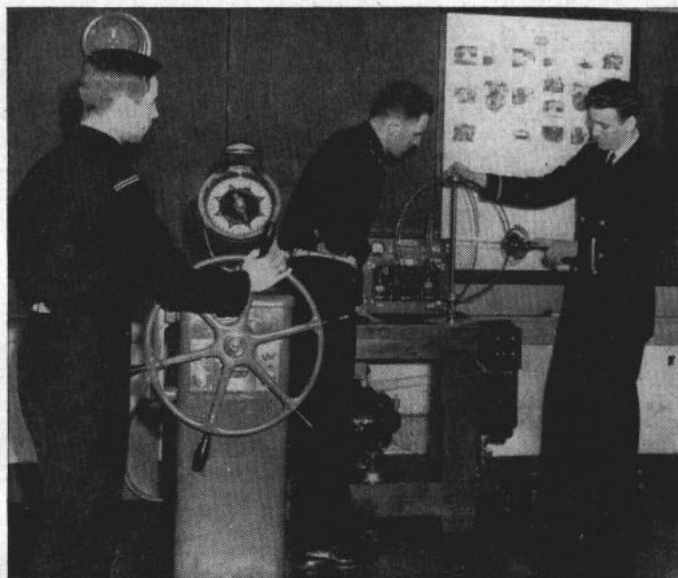
In World War I members of the merchant marine proved their military value as personnel of NOTS, the Naval Overseas Transportation Service. As a consequence the MMNR was first organized in 1925.

Although the Merchant Marine Reserve is officially only 24 years old, the members of this branch look back to the founding fathers of the American Navy as their historical creators.

Almost every early naval hero — John Paul Jones, John Barry, Thomas Truxton, Joshua Barney and Edward Preble—came from the merchant marine. Every commanding officer of the first six vessels built for the U.S. Navy, including the mighty *uss Constitution*, *Constellation* and *United States*, had previously held a command in the merchant marine. Practically every naval officer from midshipman on up in the early American Navy had been trained and served in the maritime fleet.

The kind of training that made the brand-new Navy great in Revolutionary days is today part of the traditional training of our modern merchant marine.

Whether a merchant officer come up "through the hawsepipes" or graduate from one of the federal or four



MASTERY of navigation instruments (left) and familiarity with ordnance (right) are required of all cadet-midshipman.

state maritime academies, practical shipboard experience is part of his training. Outside of the Regular Navy, members of the merchant marine are the only professional full-time seagoing personnel, and represent a fund of experience that can be of great value in time of mobilization.

In its effort to develop a strong Merchant Marine Reserve, the government requires that all of the deck and engineer officers employed in vessels on which an operating differential subsidy is paid, must be members of the Naval Reserve, if they are physically and otherwise qualified.

The U.S. Merchant Marine Cadet Corps was founded in 1938. In the same year, the government opened its fourth federal academy at Kings Point, Long Island, N. Y. Naval Reserve midshipmen of the merchant marine are trained at the academy in a four-year course, the second year of which is devoted to actual training in a merchant vessel at sea.

The cadet midshipman receives a concurrent appointment as a midshipman in the Reserve, serving in an inactive status. Upon completing his course at the maritime academies, he is licensed as a third mate or third assistant engineer, and commissioned an ensign in the Merchant Marine Naval Reserve.

Three-year courses are held at the following four state academies:

- New York State Maritime Academy, Fort Schuyler, established in 1872.
- Massachusetts State Maritime Academy, Hyannis, established in 1889.
- California State Maritime Academy, San Francisco, established in 1933.
- Maine State Maritime Academy, Castine, established in 1941.

In time of war MMNR officers are ready for duty in their own or other ships taken over by the expanding Navy. Whether they are called to active duty or remain in the maritime service they are of value to the Navy. While serving aboard merchant ships they are still members of the Navy team and able to put their training to good use. Familiarity with the naval organization, methods and procedures is of benefit in such joint problems as task force formation, or convoy and escort work.

The Navy has no intention of stripping the merchant marine of trained personnel in time of emergency. It turned down the applications of thou-



MIDSHIPMEN-CADETS bend on a new suit of sails on square-rigged training ship. Such salty training perpetuates the great American tradition of the sea.

sands of Reservists who were already serving aboard merchantmen, because they could not be spared.

This is one of the reasons why the MMNR, unlike other reserve components, has no enlisted branch. Crews are needed for merchant ships both in time of peace and war.

Officers of the Merchant Marine Reserve, with their specialized knowledge, however, helped to fill important assignments in the Navy during World War II.

In the final year of the war, more than 50 per cent of the large attack transports and amphibious cargo ships in the Pacific Fleet were commanded by MMNRservists. An even higher percentage of Reserve officers were in charge of the engineering departments of these combat ships, filling billets on nearly every C-2, C-3 and Victory attack transport and cargo vessel.

Another of the vital wartime jobs performed largely by MMNR officers was the command and operation of

advanced base sectional drydocks and auxiliary repair drydocks.

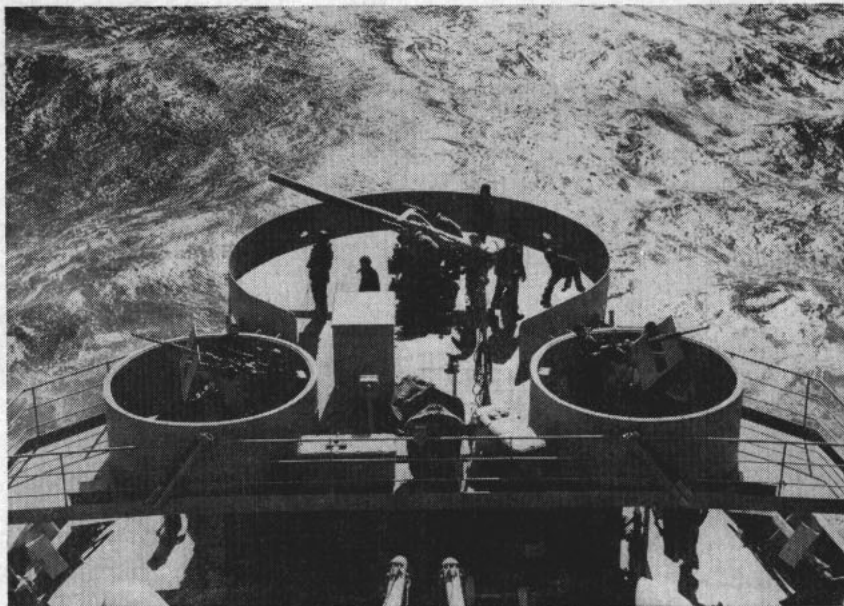
At all the invasion fronts in the Pacific, repair drydocks were ready immediately after the assault to repair and dock crippled ships. War vessels as big as the 50,000-ton *USS Iowa* (BB 61) could be accommodated in the advanced based drydocks.

Although not a part of the armed forces, the merchant marine saw heavy action during World War II.

Between 1 Sept 1939 and 8 May 1945, the losses of the U.S. merchant marine amounted to 1,554 ships of 6,277,000 deadweight tons.

In the five-month period from March through July 1942, an average of more than one merchant ship was lost each day. The greatest destruction was in the North Atlantic where U-boat wolf-packs operated against convoys to the British isles and Russia.

The remaining 984 vessels lost amounted to 845,000 deadweight tons. These losses were due to such causes



CRACK Armed Guard crews, furnished by Navy, fought against heavy odds to protect vessels of the Merchant Marine during World War II.

as marine casualties resulting from convoy operations, blackouts and reduced aids to navigation.

The merchant marine fought the enemy, often against great odds, with its Navy Armed Guard crews. Typical of the wartime experiences was that of the crew of the ss *Esso Rochester*. On a fueling mission as a member of a convoy headed toward the Philippine island of Leyte, it was one of the targets during the daily air raids. On 21 Nov 1944 the Armed Guard crew drew a bead on a Japanese dive bomb-

er headed for their ship. Their expert marksmanship brought the suicide plane down, and the tanker went on to chalk up a record, carrying 3,500,000 barrels of oil during the war period.

To maintain its Merchant Marine Reserve component, the Navy has established offices in the headquarters of the District Directors of Naval Reserve at all the important port cities: Boston, Mass., New York City, Norfolk, Va., New Orleans, La., and San Francisco, Calif. A central office is maintained in the Bureau of Naval



MERCHANTMAN plows through mountainous seas in the North Atlantic. During early part of 1942 these merchant ships were lost at a rate of one a day.

Personnel, Washington, D.C., where a monthly periodical, the *MMNR Bulletin* is published for members of the component.

Principal duties of the officers supervising these activities are to maintain liaison with officers afloat and ashore, who are employed in the administration of merchant ships, maritime academies, and allied government agencies connected with the seafaring professions.

Training for Merchant Marine Reservists is similar to that for other members, with variations made to adjust the program to the needs of this particular service.

While two-week annual training is open to MMNR personnel, they are permitted to group four annual training periods on one lump and take 56-day cruises between voyages in the merchant service. This is an exclusive privilege with the MMNR.

Twelve months' active training billets are open to a limited number of merchant marine officers. Such training is considered a valuable recommendation to owners of steamship lines. Junior officers can gain valuable experience in watch standing as well as a briefing in naval organization and administration by performing this duty while awaiting assignment to berths in the merchant service.

The opportunity for Merchant Marine Reservists to train aboard Navy ships is the reverse of the original custom. After the Revolutionary War, there was a surplus of naval personnel and fewer men-o-war. Naval officers were furloughed for the purpose of making voyages in merchantmen. Midshipmen competed for the billets in order to get actual training in navigation and seamanship.

Seven new correspondence courses for engineering officers and four courses for deck officers are now being prepared by the Navy to provide training for the merchant mariner while he is at home or afloat.

Rank and promotions for members of the MMNR are based on age, experience and position held in the merchant service, subject to running mate system rules which prevent discrimination against any one component of the Reserve or the Regular Navy.

This year 7000 ensigns in the Merchant Marine Naval Reserve who were appointed on or before 31 Dec 1945 were included among approximately 38,000 Reservists of the same rank for promotion. The usual active duty

requirement was waived in the case of the MMNR, provided the members have served at sea in a licensed capacity and have not had their licenses suspended or revoked.

"Adjustment of rank" promotions of MMNR officers who were not called to active duty during World War II but who served in merchant ships in logistic support of the armed forces have also been authorized by the Secretary of the Navy.

This was in recognition of the services performed by members of the Merchant Marine Naval Reserve which was comparable in hazard and value to that performed by their colleagues on active duty.

Neptune Operates from Carrier

Weighing a total of 37 tons, including fuel and a simulated bomb load of five tons, a Lockheed *Neptune* aircraft took off from *Coral Sea* to successfully demonstrate its capacity for carrying a five-ton bomb.

The long-range, heavily loaded plane flew 2,000 miles to land at NAS Patuxent after dropping its 10,000-pound "bomb" load.

Heaviest plane ever launched from a carrier with no special assisting devices except jato units, the *Neptune* was piloted by Captain John T. Hayward, USN.

Conducted off the Virginia Capes, the test was described as a routine operation to discover the capabilities and the ever-expanding reach of carrier-borne planes. Although similar tests had been completed previously, this was the first to be announced to the public.

The *Neptune* holds the world's long distance record of 11,236 miles, set in 1946 in a flight from Australia to an airfield in Ohio.

BMC Teaches Natives

Motor launches rejected for further Navy use are being converted into sailing craft by Marshallese natives under the guidance of a Navy chief boatswain's mate.

Reconditioned and refitted for use in inter-island trade and travel by the natives, boat salvage under C. L. Deakins, BMC, USN, is one phase of the native self-betterment program sponsored by the Navy's civil government on Kwajalein in the Marshall Islands.

Under Deakins, native craftsmen are putting the boats back in shipshape condition—and learning Navy boatswains' lingo in the process.



CRUISING cruiser USS *Columbus* (CA 74) rides at anchor off picturesque Naples, Italy. She has made three Mediterranean cruises in nine months.

Crew Members of *Columbus* at Home Abroad

Crew members of USS *Columbus* (CA 74) are beginning to feel right at home with the British.

The only cruiser in the fleet to be assigned a permanent home port overseas, *Columbus* is the flagship of Admiral Richard L. Conolly, USN, Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean.

Since last September when Plymouth, England, was designated as the cruiser's home port, members of her crew and inhabitants of the town have come to know each other pretty well.

After one of several parties given on board for underprivileged and orphaned British children, the mother of one of the small guests wrote to Capt John M. Will, USN, commanding officer:

"I feel I must send my grateful thanks to you and your ship's company for the generous way in which you entertained my small son John.

"John's daddy . . . was an ordnance artificer in the Royal Navy and was on the destroyer *Jupiter* when she was lost in the Battle of Java Sea.

"My husband was reported missing, and of course as time passed we had to presume he lost his life at sea. . . ."

When she is not in her home port at Plymouth, *Columbus* cruises between various ports in the Atlantic and Mediterranean Sea.

The ship recently returned from her third Mediterranean cruise in nine months. In the short time since she left the U.S. for her new duty in European waters, *Columbus* and her crew have visited 11 countries and more than 40 cities and towns.

Included in the countries she has touched are Portugal, Spain, Africa, Italy, Greece, Turkey, France, England, Monaco, Scotland and Ireland.

Perhaps the most picturesque anchorage area provided the ship was at Naples where she was anchored between the ancient medieval Castle Nuovo and Mount Vesuvius, the volcano whose eruption nearly 2000 years ago buried the towns of Pompeii and Herculaneum under layers of molten lava.

As flagship for Admiral Conolly, the ship has fired salutes for the King and Queen of Greece, First Lord of the British Admiralty, Lady Astor and Prince Regent of Monaco, all at one time visitors to *Columbus*.

A cruise over, however, crew members are always glad to see the familiar sight of their adopted home of Plymouth come into view.

Here's Salt-Soaked Saga of

MANY things in the Navy color our speech more than we realize. Often, too, we are unaware of the origins of our phrases as well as that of the objects our phrases are built around. Take anchors, for instance. Almost every one of us has heard a conversation something like this:

"Yes sir," the first chief says with heavy emphasis, "I'm going to finish out nineteen years, six months and one day, and then I'm going to swallow the anchor!"

"I'll tell you what I'm going to do," the second chief replies. "I'm going to lay an old-fashioned motor-launch anchor over my shoulder and start walkin' toward Kansas. When I get to where somebody stops me and asks what I'm carrying, that's where I'll spend the rest of my life!"

Admittedly, the two fifth-cruise mariners were more interested in picturesque speech than in removing themselves a great distance from the briny deep—as their four hashmarks would prove. Still, as was mentioned a moment ago, they probably gave little thought to the origin of their colorful rhetoric and less to that of the anchors of which they spoke.

No one seems to know just how the threat of the first chief originated, but the term is time-honored. Perhaps the old-timer who invented it meant that he might as well dispose of the anchor in that manner, as he would have no further use for it.

The second CPO's plan is more obvious in its aim. He, of course, meant that he would have to be a long, long way from salt water before he'd encounter anyone who would fail to recognize an old-fashioned anchor when he saw one.

When the Mediterranean was the center of civilization, most shipping was coast-wise. Usually, when a halt

was in order for sleeping or eating, the mariners would simply beach their boats and drag them up as far as possible to prevent their drifting away at high tide. Still, the Chinese were using a metal anchor some 4,000 years ago—one that looked very much like our "patent anchors," with a stock set at right angles to the arms, near the crown.

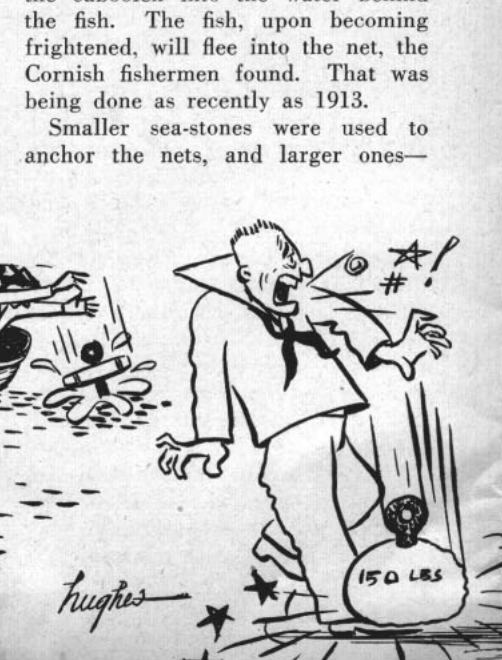
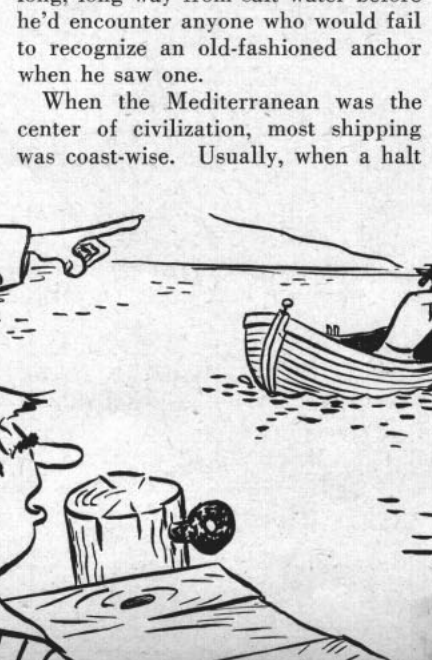
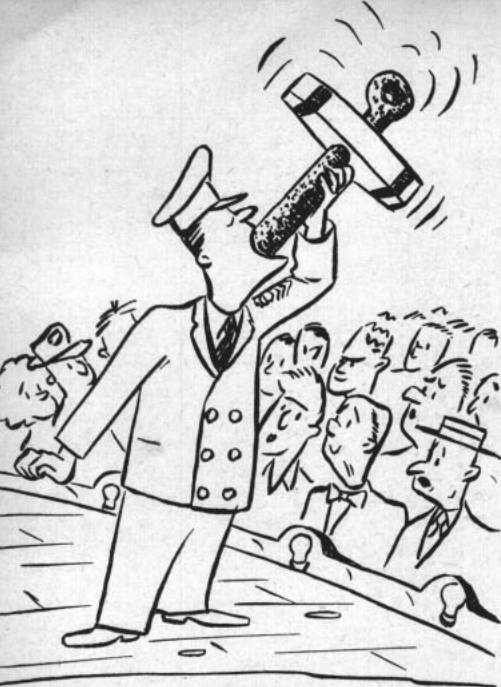
But development of anchors went on simultaneously in many different areas and at many different speeds. Even today, primitive fishermen in certain parts of the world are using anchors comparable to those of the stone age. Various crude anchors found not long ago—particularly those found on the coast of England—are a clue to the evolution of the mud-hook everywhere.

"Cornwall sea-stones" came under a good deal of study in the early 1900s.

A great many such stones have been found off the county of Cornwall, England. Some are rocks with a hole through the middle, shaped like a doughnut. Others are rocks with a ring-bolt imbedded in them, and still others are rocks with a hole through them near the edge—looking very much like hand-bags, with the portion of the stone bordering the off-center hole comprising the handle.

It is said that sea-stones served a collateral duty as fish-frighteners, and when so used were called "caboolen." To frighten a fish with a caboolen and serve a useful purpose thereby, one should have an open seine moored in front of the fish and should dash the caboolen into the water behind the fish. The fish, upon becoming frightened, will flee into the net, the Cornish fishermen found. That was being done as recently as 1913.

Smaller sea-stones were used to anchor the nets, and larger ones—



Hughes

Indeed, early Greek anchors are said to have looked much like an overgrown fishhook or an "old-fashioned" anchor with no stock and only one arm.

A variation of sea-stones and strop-stones and an improvement upon them is a type of anchor called a "killick." Forms of killicks have been found in England, Norway, Germany, Canada and Siberia, among other places. They are anchors in which a rock is combined with wood to provide better holding qualities than offered by

The name "anchor" is derived from the Greek word for "hook" or "crook."

Recent metallurgical developments have given us an anchor material with twice the yield strength of previous steels. Progress continues, and it is a long way from a sea-stone to the anchors that will moor the super-carrier. Still we haven't managed to un-foul the fouled anchors that appear on officers' and CPO's caps, wardroom silverware and boat insignia. No one even remembers who designed that curse on a boatswain's mate's life as an emblem to be used the world over.—H. O. Austin, MEC, USN.



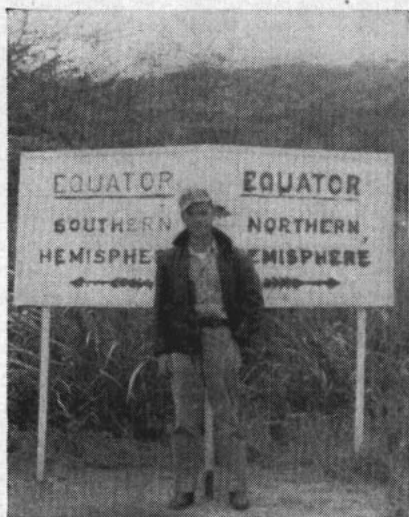
Peacetime Battle Against Tropical Diseases

AFTER nearly a year of exploration in the desert and jungles of Africa a small Navy Medical Science Group is back in the U. S.

Consisting of three Navy medical officers, two enlisted men and four civilians, the group traveled over 32,000 miles in the wildest country of Africa and Madagascar. A vast amount of new scientific and medical teaching material was procured, and over 6,000 pictures and 10,000 feet of color movies shot during the trip. Several rare tropical animals were captured and turned over to U. S. zoos and research institutes.

Primary purpose of the expedition was to obtain an intimate knowledge of tropical diseases, their diagnosis, clinical manifestations, treatment and methods of control and prevention. The information collected is being used to aid in research and preparation of preventives and in the treatment and control of these diseases within the armed forces.

The valuable collection of photographs and colored motion pictures will be used for teaching purposes and clinical photographs at the U. S. Naval Medical School, Department of Tropical Medicine, Bethesda, Md. Parts of the large collection of scientific specimens such as rodents, in-



SCIENTIST stands with a foot in each hemisphere. Group traveled over 32,000 miles on the Dark Continent.

sects, etc., will be turned over to civilian institutions to help fill in important gaps in their scientific collections.

Blood specimens were taken from approximately 100 different types of animals, birds and reptiles such as monkeys, elephants, water buffalo, white-faced tree ducks, cobra, puff adder and turtles. Although much research work remains to be done on

these blood specimens they are already known to contain several new types of blood parasites. Blood parasites are microscopic animals which live in and subsist on the blood of other animals, man included. The "germs" of malaria, sleeping sickness and filariasis (which causes elephantiasis) are examples of blood parasites.

Several animals rare in captivity were brought back by the group. These included elephant shrews, African guinea fowl, African francolin partridge, side-neck turtle, chameleon, and a lemur.

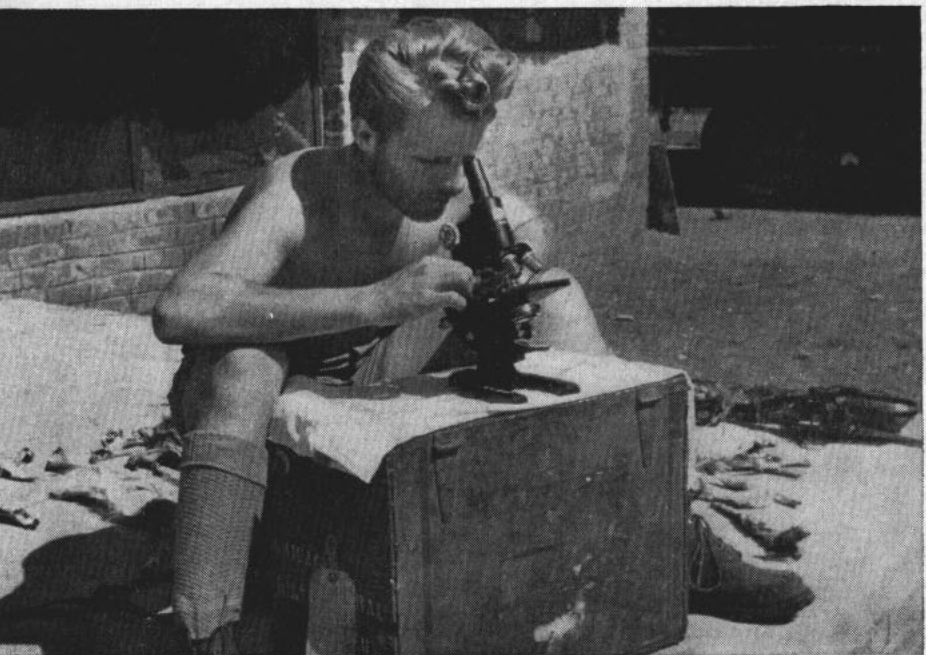
Starting out from Cairo, Egypt in two 2½-ton trucks and two jeeps, the group drove across the Nubian Desert, followed the Nile River through Anglo-Egyptian Sudan and the big game country, then southward through Uganda to the magnificent Victoria Falls. Next they zig-zagged through Tanganyika Territory and the Belgian Congo and onward through Northern and Southern Rhodesia and down along the borders of Bechuanaland and Mozambique into the Union of South Africa to Capetown. Here they were picked up by USS *Huntington* (CL 107) and returned to the U. S.

Dozens of side trips were made by small groups branching off from the main party as they moved southward. One excursion was made from the coastal city of Mombasa, Kenya, to the island of Madagascar, which lies in the Indian Ocean off the southeast coast of Africa.

Officer in charge of the group was Captain James J. Sapero, MC, USN. Other Navy personnel who made the trip were Commander Julius M. Amberson, MCR, USNR, a medical research specialist; Commander Trenton K. Ruebush, MSC, USN, a parasite specialist; Deane K. Lawless, HMC, USN, a research assistant, and Harley F. Cope, AF2, USN, photographer.

Driving through some of the most spectacular scenery in the world, the group traveled in the manner of an African safari. Using a compass for navigation, they drove across miles of desert, over narrow jungle trails and thousands of miles through wild country. Although canned food was carried in case of emergency, the group frequently subsisted on game which was cooked by their native cook over an open fire.

"You haven't lived," says Chief



MALARIA specimen is examined under microscope. The expedition collected information to be used in the prevention and control of tropical diseases.

Lawless, "until you've tasted wild boar, antelope, and guinea fowl roasted over an open fire. It was the finest food I've ever eaten."

Each night the group stopped and set up camp. Using sleeping bags, cots and mosquito netting, they slept out in the open and were sometimes awakened during the night by prowling animals.

Animals, reptiles and fowls from which blood samples were desired were obtained by hunting, trapping or hiring natives to procure them. The volume of specimens gathered became so great they ran out of containers. "An old native brought in a cobra in a five-gallon can that almost ended my naval career," says Chief Lawless. "I left a slit in the top of the can so it could get some air and stowed it with the other animals in a hut. Later that evening when I was feeding the elephant shrews several of the critters got away and scampered around the hut. I was down on my hands and knees chasing them when I looked up and there staring me in the face was the cobra. He was coiled on top of the can, ready to strike. I fell over backwards and crawled away on my back. Why it didn't strike I'll never know. We finally recaptured it and stowed it safely away."

In the vast Aturi Forest which lies in the northeastern section of the Belgium Congo they met the famed African pygmies. Living at the edge of this forest near the "Mountains of the Moon" were tribes of seven-foot giants.

Cope, a veteran of the Byrd Antarctic Expedition and the Bikini Bomb Test, also had his share of hazardous duty during the trip. Once leaving the main party in a jeep for a photographic "hunting" mission he ran into trouble. "I was driving along over what I thought was solid ground when suddenly the jeep dropped three feet in quicksand," says Cope. "A can of gasoline in the back seat flew up hitting me on the head and knocking me cold."

Cope obtained valuable movies showing natives in each stage of the development of leprosy, sleeping sickness and many other tropical diseases.

The Navy Research Group operated as a unit of the University of California's African Expedition. The huge amount of research and teaching material, returned to the U. S., will be of distinct aid in the cure and prevention of many tropical diseases.



NATIVES bring in trapped animals from which blood samples were desired.



SAFARI pauses for evening meal consisting of game cooked over open fire.



FRIENDLY natives helped float the trucks across the swift African streams.

LETTERS TO THE EDITOR

Discharge by Purchase

SIR: During a friendly debate the question arose whether or not it was possible for a person to purchase his way out of the Navy. Could you give us some information on the subject?—L. D. P., MEFA, USN.

• The practice of discharge by purchase was discontinued by the Navy in August, 1916, and none has been granted since. In lieu of discharge by purchase, discharge is granted at no cost to the man or his family, when existing conditions, such as family hardship or dependency, are of such a nature as to justify the man's release.—Ed.

Secret Symbols

SIR: To what general publication would you refer, if you wanted to find the correct procedure when placing "zeros" before serial numbers on classified matters, etc?—B.M.R., CHGUN, USN.

• There is no publication containing this information since the numbering system differs among the various Navy bureaus. There is no mandatory procedure; usage rather than actual direction has endorsed the practice of placing zeros before serial numbers on classified letters.—Ed.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• USS Monterey (CVL 26): Reunion on the second Saturday in June in New York City, N. Y. Write to Thomas V. Irwin, 176 E. Webster Ave., Roselle Park, N. J.

• Waves: national reunion commemorating the seventh anniversary of Navy service women to be held in the Hotel Statler, Boston, Mass., 30 July 1949. Both active duty and inactive Waves are eligible.

The planning committee needs assistance in obtaining names and addresses of the many Waves whose addresses are unavailable. The name (present and last name while on active duty) should be sent to: Waves Reunion Committee, Box 302 Back Bay Post Office, Boston 17, Mass. A detailed announcement concerning plans will be mailed well in advance.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Advancement to Pay Grade 2

SIR: Do personnel reenlisting under broken service have to serve six months at sea in pay grades 3 or 4 in the current enlistment before advancing to pay grade 2?—M.H.C., RM2, USN.

• All sea duty counts toward eligibility for advancement to pay grade 2, whether reenlistment was effected under continuous or broken service.—Ed.

St. Louis Also Had NUC

SIR: In the February 1949 issue of ALL HANDS, Letters section, you listed the decorations St. Louis is entitled to. I believe you forgot to mention the fact that she was also awarded the Navy Unit Commendation.—A.J.S., CDR, USN.

• USS St. Louis (CL 49) received the NUC for her participation in several major Pacific engagements.—Ed.

Plank Owners' Certificates

SIR: I was discharged before my ship went out of commission, could I get a plank owner's certificate?—L.E.Z., ex-yeoman.

• Plank owners' certificates are issued by the vessels that personnel are serving in at time of commissioning and not by the Navy Department. The Bureau of Personnel does not have the facilities to carry out such a program even if it so desired.—Ed.

FR Pay and GI Bill

SIR: I am eligible for extended GI college training under the provisions of Public Law 190 (79th Congress). Can I receive both Fleet Reserve retainer pay and the normal monthly GI subsistence allowance in the event I transfer to the Fleet Reserve?—L. H. E., PNC, USN.

• Yes. Fleet Reserve retainer pay is not considered productive labor pay by the Veterans Administration when it determines the amount of subsistence due a trainee under the G.I. Bill. Therefore, assuming you were pursuing a course of full time institutional training and that you had no productive labor income, you would be entitled to the maximum subsistence payable.—Ed.

Change in Ratings

SIR: I am an ex-Seabee now stationed on board an air station. I would like to know if I can submit a request for a change of rating to the new rate of driver as I have had more experience in operating heavy equipment than in the rating I now hold?—C.E.R., BM3, USN.

• A commanding officer's recommendation for such a change would meet small chance of receiving favorable consideration unless you were serving in a Construction Battalion organization at the time of your request. Driver's rate is a CB rating.—Ed.

Requesting Duty with AFRS

SIR: I am serving in a destroyer on the Pacific. I would like to know if there is any way that I might get duty with the Armed Forces Radio Service as an announcer? I did this type of work in civilian life. Is there any request I can submit?—G.H.B., YNSN, USN.

• Submit an official request for duty at AFRS to the Commander Service Force Pacific, outlining in details your qualifications. Your request should be submitted via the chain of command.—Ed.

Awakening Sack Artists

SIR: Is there now, or has there ever been, a regulation in the Navy regarding the proper procedure for holding reveille? Also, can you tell me where to find a scientific method of waking a sleeping person?—F.W.W., BMC, USN.

• This is one of the most original inquiries that we have ever received. We investigated the matter but were not able to uncover any Navy-wide regulation regarding reveille. It is suggested that you refer to the Bluejacket's Manual, training manual for masters-at-arms, training manual for BMs, or fleet and ship regulations.

Regarding a scientific method of waking a sleeping person we have several suggestions. (1) That the person you desire to wake be given a shot of the revolutionary new serum "Autowake" prior to hitting the sack at night. This serum, sort of a "mickey" with reverse english, comes in special time doses. There is a different dose for different times. Should you want the person to wake at 0530, give him a shot of "Autowake 0530." It literally, automatically wakes the man. (2) If you have consistent trouble in waking an individual, then feed him gallons of joe and keep him awake all night.

The only other scientific method we have on hand for waking a sleeping person is to hold his nose. Your medical officer may be able to suggest a more scientific method.—Ed.

Which Chief Is Senior?

SIR: Shall a chief machinist's mate with date of appointment to pay grade 1A as 1 July 1940, or a chief boatswain's mate with date of appointment to pay grade 1A as of 1 July 1942, preside as president of the CPO's mess in which they are both members?—W.L.G., BMC, USN.

• The BMCA would be the mess president as he is the senior chief petty officer. See Article C-2102 BuPers Manual, 1948.—Ed.

Strictly Scuttlebutt

SIR: I heard scuttlebutt that the Navy is planning to establish a special rank for naval aviation pilots to be called "Flight Officer." Is there any definite information available on this?—F.W., PR1, USN.

• Word to the effect that a special rank or rate of "Flight Officer" is to be established for naval aviation pilots is pure scuttlebutt. The establishment of such a rank or rate is not contemplated by the Navy Department.—Ed.

Neptune Certificates

SIR: Can you tell me how I can go about getting a Neptune Certificate? I crossed the equator many times during the war but no certificates were ever given. I have heard that BuPers will issue Neptune Certificates upon request.—H. J. S., SC, USN.

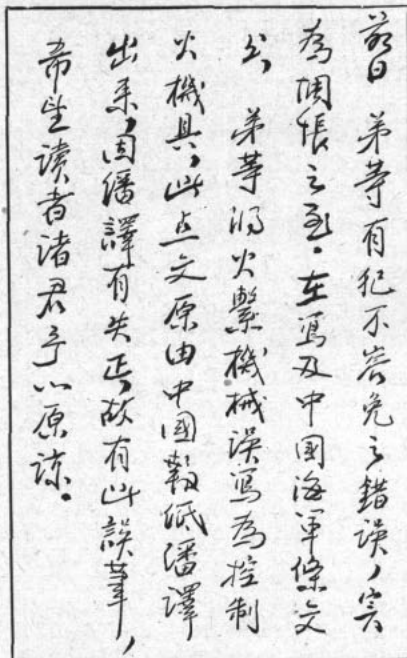
• The Bureau of Naval Personnel does not issue Neptune Certificates. However, it has endeavored to help personnel in such matters. Requests sent to BuPers are turned over to the commanding officers of the ships served in, if still in commission, for action by the CO.—Ed.

Story of Stewart

SIR: I remember reading an interesting story concerning USS *Stewart* (DD 224) in an old copy of ALL HANDS. Could you tell me what issues and how I can go about obtaining back copies.—G. D., Jr., JOC, USN.

• Back copies of ALL HANDS, if available, may be purchased by directing a request to the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. Single copies are 20 cents each. The articles you refer to appeared in the April 1946 (p. 49) and July 1946 (p. 50) ALL HANDS.

Stewart was operating as a U. S. Navy destroyer with the Pacific Fleet in 1941 and after being heavily damaged and given up for lost in the course of action against the Japanese, was captured by them in Java in 1942. She was used as a patrol craft by the Japanese after they had raised and refitted her, and was finally recaptured and recommissioned by Uncle Sam in 1945. The unique vessel, while easily recognizable as an American destroyer, is notable for the trunked stack and unusual type mast added by the Japanese.—Ed.



TRANSLATION of this Chinese document will clarify our caption writer's confusion.

Controls Fires, Doesn't It?

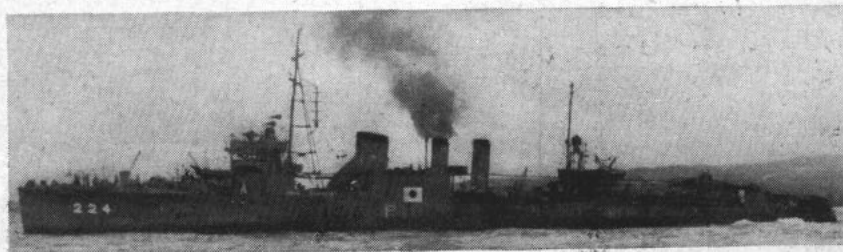
SIR: I notice a definite error in the January 1949 ALL HANDS, p. 21. You show a picture of fire fighting equipment but below the picture you call it "fire control" equipment. What happened, or as they say in Panama, "que pasa?"—T. J. F., USNR.

• You are correct. The equipment is, in American terminology, fire fighting and not fire control equipment. In writing the caption from unfamiliar source material (see cut), we seem to have lost something in the translation.—Ed.

Rate Hungry

SIR: Three of us yeoman strikers work in the operations office of an air station and do very little correspondence and filing. Consequently, we don't get enough yeoman work to prepare for YN3. We would like to know if the Navy is going to establish an aviation yeoman's rating and if not what we should do to prepare ourselves for YN3?—Three YNSNs.

• The Navy does not contemplate establishing a rating of Aviation Yeoman. As to your chances of advancement, your training officer will give you the necessary help in preparing for YN3.—Ed.



USS *Stewart*—Fought under American and Japanese flags, disposed by Navy in May 1946.

Transfer of Household Effects

SIR: I would like to have a little information on the shipment of household effects and the transportation of dependents upon transfer from Regular Navy to Fleet Reserve at expiration of enlistment. Can a man transferring to the Fleet Reserve elect a place of his choice for purposes of transferring his household effects and family?—H.G.S., DCC, USN.

• Under existing rulings of the Comptroller General and applicable instructions, enlisted personnel transferred to the Fleet Reserve are entitled to transportation of dependents from the last permanent duty station prior to release to the official residence as shown in the man's current service record. Members of the Fleet Reserve may not select a home for the purpose of obtaining transportation of dependents to that place.—Ed.

Wisconsin Veterans' Bonus

SIR: I was reading your article on state bonuses in your January 1949 ALL HANDS. Tut! Tut! You stated that the voters of Wisconsin rejected a bonus for veterans. On the ballot I signed, it said that if the people voted for it, it would not bind the legislature. From this, I believe it was not a true referendum but more of a political poll.—M.A.M., ICC, USN.

• The statement objected to is based on a letter from the Director, Department of Veterans Affairs, State of Wisconsin which reads in part, "... at the election 2 Nov 1948, the referendum on the question of paying a bonus to World War II veterans was defeated."—Ed.

Still Lots of 'Class'

SIR: I notice in your February 1949 ALL HANDS that the ratings when written in full are followed by the word "class." There seems to be varied opinion on this matter. Some people think the discontinuance of the "c" after the abbreviation of the rating also discontinues the use of the word "class" when the rate is written in full. I would like to know the official procedure?—G. J. S., YN1, USN.

• The abbreviation YN1 is the authorized abbreviation for Yeoman first class. Establishment of the new rating abbreviations did not eliminate use of the word "class" in the complete titles of rates. See Article C-2102, BuPers Manual, 1948.—Ed.

Rate Changes for TNs

SIR: I am now in the steward's branch. Can I have my rate changed? If so, how must I go about it?—H. D., TN, USN.

• As commanding officers do not have authority to change rates of TNs under Article C-7213(1), BuPers Manual 1948 or any other general authorization, individual authority need be obtained by COs from the Chief of Naval Personnel. If your CO considers you qualified, he may recommend you for an appropriate change in rate, attaching a completed examination report to the recommendation. All recommendations received in the Bureau of Naval Personnel are given careful consideration prior to issuing approval or disapproval.—Ed.

More on Arizona

SIR: In you Letters section, December 1948 ALL HANDS you told R. J. H., PFC, USMC, that USS *Arizona* has been covered over and serves as a sort of pier. I am sorry but you are wrong. Her hull is still there and parts of her upper decks are very well observed by everyone here. It has not been covered over and does not serve as a pier.—W. S., BMC, USN.

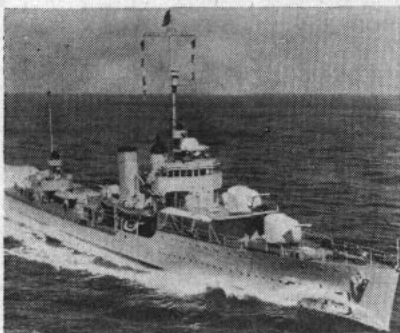
• A check with the Historical Section of BuShips indicates that the information contained in ALL HANDS is correct. *Arizona* does serve as a sort of pier. As for its being covered (ahem), ALL HANDS did not go too far into detail in its previous answer as to how the *Arizona* was covered. Further research reveals that it is well covered—with water.—Ed.

Location of Draftsman School

SIR: I am inquiring as to the whereabouts of a Draftsman school for enlisted personnel of the U. S. Navy. Also I would like to know the entrance qualifications.—W. H. C. MR3, USN.

• Naval Schools, Draftsmen, Class "A" and Class "B" are located at the Naval Station, Port Hueneme, Calif.

Rates of DMC, DM1 and DM2 are eligible to attend the Class "B" school. DM3, SN, SA, FN and FA who have a minimum combined score of 100 on GCT and ART are eligible for the Class "A" school. However, the number of draftsmen in the Navy has exceeded the requirements of the rating and no inputs of Regular Navy personnel to the Class "A" school are anticipated in the near future.—Ed.



USS Dewey (DD 349)—Participated in Lae-Salamaua raid and other Pacific campaigns.

Disposition of Dewey

SIR: I served on board the destroyer Dewey the early part of 1942. After the battle of the Coral Sea I was transferred. What is her disposition now?—V. P. W., ENS, USNR.

• USS Dewey (DD 349) was disposed of by sale through the Navy Vessel Disposal Office in December 1946.—Ed.

Duties of USNEVs

SIR: I would appreciate it very much if you would clarify the article on USNEVs published in the December 1948 ALL HANDS especially in regards to their assignment to mess cooking and compartment cleaning details?—I. S., SA, USN.

• "Although USNEVs should be required to assume their proper share of messman and compartment cleaning duties, they shall not be assigned to excessive periods in such duties nor be eligible for rotational messman duty at the training center. In no case will they be assigned more than a total of six weeks in this type of duty during their service afloat."

This information has been quoted from BuPers Circ. Ltr. 183-48 (NDB, 15 Oct 1948) and should answer your question. For additional information it is suggested you refer to the circular letter.—Ed.

Awards to APA

SIR: I would like to know what service ribbons and stars USS *Hyde* (APA 173) is entitled to for her part in the Pacific war?—E. M. H., USN.

• USS *Hyde* (APA 173) is eligible for the Asiatic-Pacific Campaign Medal with one star, China Service Medal and the Navy Occupation Medal with Asia clasp.—Ed.

Where to Reenlist

SIR: Prior to receiving shore duty orders I extended my current enlistment for one year in order to be eligible for this duty. It is anticipated that I will reenlist at the expiration of current enlistment but prior to the effective date of the extension. Is there a directive that permits a man to choose his locality for reenlistment or will the reenlistment have to be effected at my present duty station?—W. R. C., SK2, USN.

• In accordance with Article C-1406, BuPers Manual, an extension agreement may not be cancelled, for the purpose of permitting reenlistment, until shipping articles for the reenlistment have been executed. Therefore, reenlistment in such cases can be effected only in the ship or station to which the individual is attached.—Ed.

Any Room for CPAs?

SIR: Are there any provisions under which a certified public accountant can receive a commission in the U.S. Navy?—J.H.F.

• Direct appointments in the Regular Navy are being made at this time only in the dental, medical, chaplain, civil engineer and supply corps, and as ensigns in flight training.

To be eligible for appointment in the supply corps, the candidate must be a graduate of an accredited college or university and must not be less than 21 or more than 25 years of age on 1 July of the year in which appointed. Appointments for those who qualify will be made in the rank of ensign.—Ed.

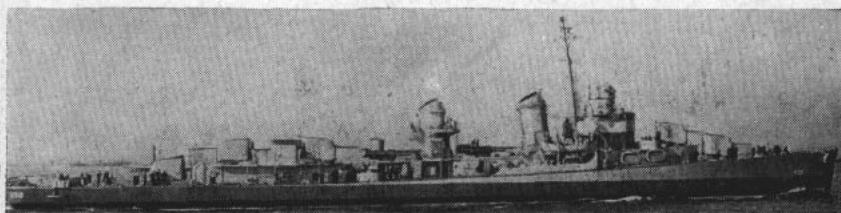
Ship and Unit Awards

SIR: I believe the information in regards to the war record of USS *Philip* (DD 498) in December 1948 ALL HANDS was incomplete. I would appreciate it if you would look into the matter and inform me if I am right.—J.G.R., Jr., CDR, USN.

• Persons desiring information on the decorations, medals, ribbons and badges a specific ship or unit is entitled to are advised to refer to the new NavPers 15-790 distributed by the Bureau of Naval Personnel. This book has been distributed throughout the Navy and to all units, Regular and Reserve, which have a need for such a publication. It lists stars, medals and awards earned by every ship in the Navy. It gives a brief history of the awards and the procedure by which they are awarded.

Personnel who wish to know the number of awards presented their particular ship can contact their local ship or station's personnel office; recruiting stations, district headquarters or almost any naval activity of any size.

Philip is entitled to the Philippine Liberation Ribbon with one bronze star plus the American Theater Campaign Medal and the Asiatic-Pacific Campaign Ribbon with 14 battle stars.—Ed.



USS Philip—Now in LantResFlt, Charleston, S. C., is star-studded Pacific veteran.

Fate of Kitkun Bay

SIR: Could you tell me what has happened to Kitkun Bay?—R. N. N., RM2, USN.

• USS Kitkun Bay (CVE 71), a veteran of the Battle for Leyte Gulf, was sold by the Navy through the Navy Vessel Disposal Office.—Ed.

That Hashmark Article

SIR: Concerning your article in January 1949 ALL HANDS about hashmarks. Your article clearly stated that Uniform Regulations does not mention or give authority for a man who has completed a minority enlistment (with less than four years service) to wear a hashmark.

Since, as your magazine itself says, ALL HANDS and its opinions are not necessarily those of the Navy Department, what constitutes authority for your statement that says, "Contrary to popular belief, naval personnel who have completed minority cruises are permitted to wear service stripes. They are the only persons entitled to wear hashmarks for a period of less than four years." Especially when you consider the fact that Uniform Regulations does not condone such action.

Since ALL HANDS does not stick its neck out and actually give authority for a man to wear a hashmark after completing a minority cruise with less than four years of service, and Uniform Regulations does not give authority, then who does?—J. C. C., YN1, USN.

• There seems to be some confusion

Continuous Service

SIR: There is a disagreement between a storekeeper and myself. He enlisted 4 Jan 1943 (Naval Reserve) and was discharged 28 Mar 1946. He then reenlisted 27 June 1946 (exactly 89 days after discharge) and was recalled to active duty as a stationkeeper 16 Oct 1946. He says that he is entitled to count the period between 28 Mar 1946 and 27 June 1946 as continuous service for purposes of retirement and longevity. I say that he is wrong. How about it?—P. J. S., YN1, USNR.

• You are right. The period from 28 Mar 1946, the date of discharge from the Naval Reserve, to 27 June 1946, date of reenlistment in the Naval Reserve, is not countable for any purpose whatsoever. Regular Navy personnel reenlisting in the Regular Navy are entitled to their former ratings if the period between enlistments is less than three months. Personnel in the Reserve who are discharged and are reenlisted in the Naval Reserve are given their former ratings without any time element being involved. So in fact, a three months' period of grace does not help or hinder personnel in the Reserves. The storekeeper mentioned becomes entitled to six years longevity 1 Apr 1949.—Ed.

FTG Duty Is Shore Duty

SIR: I was stationed at the Naval Training Center, Newport, R. I., with the Fleet Training Group from 1 Feb 1945 to 1 Sept 1946. Does this time count as shore duty?—H. F. C., BTC, USN.

• The period you served in the Fleet Training Group counts as a normal tour of shore duty. Refer to paragraph 1, sub-paragraph 3, Part 1, BuPers Circ. Ltr. 101-48. You will be eligible to apply for shore duty when you have completed four years' continuous sea and overseas service in accordance with paragraph 2(a) of BuPers Circ. Ltr. 101-48 (NDB, AS&SL January-June 1948).—Ed.

regarding the status and relation of ALL HANDS magazine to men of the Navy. ALL HANDS is the Bureau of Naval Personnel's "Information Bulletin" and is "unofficial" from the standpoint that information it publishes concerning regulations, orders and directives does not constitute authority to take administrative action. ALL HANDS is sanctioned by the Chief of Naval Personnel with the approval of the Bureau of the Budget. Its editorial offices are located within the Bureau of Naval Personnel, Washington, D. C. The point that must be remembered is that ALL HANDS is a medium for supplying news and items of interest to naval personnel—and is not the originator.

For instance, in the case of "ALL HANDS Supplies Clinchers for 'Hashmark' Arguments" p. 43, January 1949, the article was written from information furnished by the Head of BuPers' Uniform Section. As the article states, there is no official directive authorizing the wearing of service stripes by personnel completing a minority cruise at this time. However, since 1912, the various Uniform regulations have, with relation to service stripes, provided that all reenlisted men shall wear service stripes. Except for a couple of short intervals during that time they have further provided that there shall be one stripe for each four years of service during the period 1913-20 for an enlistment of three or four years. Under these provisions it was interpreted that enlisted men who reenlisted after discharge from a minority enlistment were entitled to wear a service stripe.—Ed.

More Dough Than the CO?

SIR: Is it stated in print or in any official publication, that no officer, warrant officer or member of the crew, can draw more money on payday than the Old Man?—T. E. P., DK3, USN.

• Not at the present time, anyway, and information available does not indicate that there has ever been such a practice in the Navy.—Ed.

No Fee for Cashing U.S. Check

SIR: Can you tell if there are any directives out authorizing a disbursing officer to collect a fee for cashing a check drawn upon the Treasury of the United States —W.B., PNC, USN.

• There is no authority, or are there any directives, delegating authority to a Navy disbursing officer to collect a fee for cashing a check drawn on the Treasurer of the United States. Procedures for cashing U.S. Treasury checks by Navy disbursing officers is contained in paragraph 53245 of BuSandA Manual.—Ed.

Navy Medals for Merchant Mariners

SIR: I served in the Merchant Marine during the last war, but I held a Reserve commission in the Navy. Would this fact authorize me to wear the service medals worn by naval personnel?—F. W. W., ENS., USNR-O.

• World War II medals are authorized only to personnel serving on active duty with the U. S. Navy or Naval Reserve. Service with the Merchant Marine entitles individuals to ribbons authorized by that organization.—Ed.

Wants Another Chance

SIR: I flunked out of a Class "A" electronics technician's school because of lack of interest. (1) Is it possible for me to attend this school again during this enlistment? (2) Is there a specific amount of time necessary (obligated service) for me to attend this school again? (3) If I agreed to extend my enlistment for the necessary obligated service, what reference would I use?—E.E.H., SN, USN.

• (1) Students dropped from the Naval Schools, Electronics Technicians, Class "A" are eligible to attend these schools any time subsequent to 18 months from the date they were declared inapt. (2) Yes, two and one-half years obligated service upon date of entry into school. (3) Article C-1406 BuPers Manual 1948.—Ed.

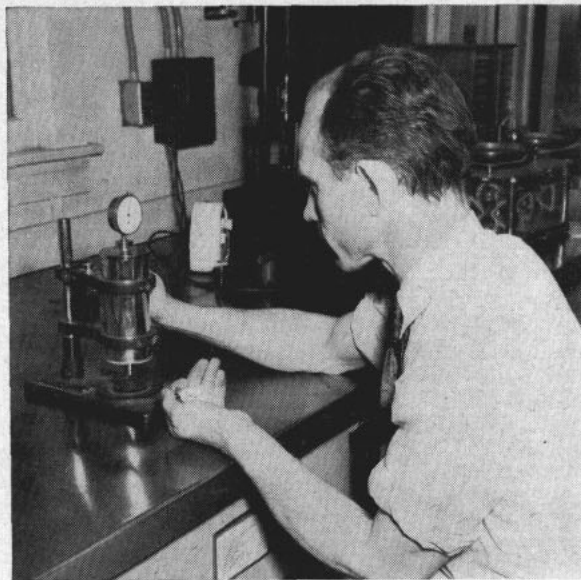
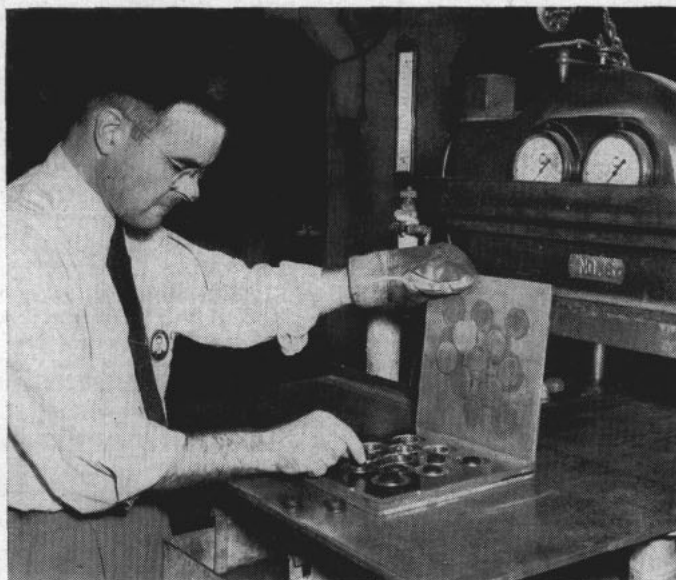
Instructor's School

SIR: Would you please give me the details on the Navy's instructor school at Norfolk, Va.?—J. M. F., FN, USN.

• Detailed information about the instructors' school is contained in BuPers Circ. Ltr. 231-48 (NDB, 15 Dec 1948).

A basic four-week course for officers and enlisted personnel has been set up at U. S. Naval Receiving Station, Norfolk, Va., and U. S. Naval Training Center, San Diego, Calif. Quotas should be requested directly from the officer-in-charge and the commanding officer, respectively, of the schools.

As you are so close to the instructor's school in Norfolk, Va., it is suggested that you drop around and pay it a visit.—Ed.



LABORATORY at Mare Island shipyard uses finest equipment available to do Navy's research and development work.

This Navy Laboratory Has a Lot of Snap

TO the casual observer there may appear to be hardly enough rubber needed in the construction of a warship to make a pair of overshoes. Yet probe into the ship's innards and it will be discovered an amazing amount of this vital material is used.

A modern fighting vessel could not operate without the thousands of rubber items used in its construction and encasing its "nervous system." Enough rubber was used in building each of the *Midway*-class carriers to manufacture 6,000 automobile tires. Over 60,000 pounds of the tough, elas-

tic substance are used for gaskets, insulation and watertight integrity.

Because of the wide use of rubber in naval vessels, shortly before World War II the Navy established a rubber laboratory at Mare Island Naval Shipyard, Vallejo, Calif. The mission of this facility was to conduct research and development work on natural and synthetic rubbers and to supervise from a technical standpoint the manufacture of rubber articles by the shipyard.

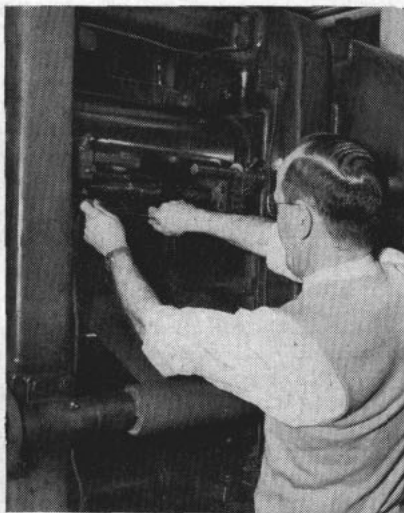
The rubber laboratory was established just in time. With the main sources of natural raw rubber cut off by Japanese expansion, the U. S. was forced to turn to synthetic rubber for its needs. The Navy felt the shortage most in its increasing need for gaskets.

Gaskets are among the most important applications of rubber in a naval vessel. They are used in critical locations such as airports, watertight doors, hatches and torpedo tube breeches. These gaskets had always been made from natural rubber, but with the critical shortage it was realized that gaskets for some, if not all applications, would have to be made from synthetic rubber.

At that time the synthetic rubber picture was rather hazy. The manufacture of certain types of synthetic rubbers was just starting in this country, and most rubber companies were engrossed in the substitution of synthetic rubber for natural rubber in

their own products. Additional facilities to study the Navy's rubber were scarce. As a result, the Mare Island Rubber Laboratory was assigned the problem of deciding which synthetic rubbers to use in gaskets needed by the Navy, and how these rubbers should be compounded.

Propeller shaft coverings, submarine battery compartment linings and hundreds of different types of gaskets were molded from different types of synthetic rubber compounds and tested exhaustively. Almost 2,000 different materials are used in rubber



UNVULCANIZED rubber is sheeted out on a calender. Lab machines are generally the best available.



COMPLEX machine checks tensile strength of vulcanized rubber against Navy's hard and fast requirements.

compounding, and many of these may be used in different proportions. Gaskets had to be tested to insure that they exerted a sealing force in spite of heat, cold or swelling action of water, oil and gasoline. Wire insulation had to have good electrical properties even though immersed in water. Hundreds of tests were conducted and the results forwarded to BuShips.

The findings of the rubber laboratory's investigations were turned over to the rubber industry by BuShips, and were invaluable in aiding these companies to turn out dependable rubber products the Navy needed. This information was also used by naval shipyards engaged in manufacturing gaskets and other rubber items for shipboard use.

Since the war the rubber laboratory has continued its research and testing program of rubber products for naval use. Tests are also being conducted on plastic products the Navy has under consideration for use.

The functions of the laboratory have expanded considerably since its inception. Now, as during the war, it acts as a consulting agency for the Natural Rubber Research Station of the Department of Agriculture. In addition, a training program has been established and several classes of naval personnel trained in rubber manufacturing procedures for duty in shipboard rubber shops.

Equipment used by the Rubber Laboratory conforms closely with that used by the commercial rubber industry. The machines used for mixing, pre-shaping and vulcanization are similar to comparable industrial equipment except for size. The raw stocks are usually vulcanized into the shape of test specimens, but finished products such as shock mountings or tubing are made when developing manufacturing procedures for shipyard rubber shops. Most of the civilian technologists who staff the laboratory have had previous experience with firms.

At present the laboratory is engaged in development work for the Naval Air Station, Alameda, Calif.; Naval Ordnance Test Station, Inyokern, Calif., and the Navy Electronics Laboratory at San Diego, Calif. Many manufacturing procedures are being developed for shipyard rubber shops. Whenever an activity of the Navy wants to know whether or not a rubber product will meet its requirements, the technologists of the Rubber Laboratory are ready to find out what makes it stretch.

All-Navy Entry Best Photo in All-Service Contest

The first annual world-wide all-service amateur photography contest has been judged, with the grand prize going to a Marine lieutenant colonel. Entries were grouped under three services—Army, Navy and Air Force—with Marine and Coast Guard contestants included under Navy.

Winner of the grand prize was LtCol Richard W. Wallace, who at the time of the contest was attending the Marine Corps Amphibious Warfare School, Quantico, Va. His winning entry, entitled "Small Fry,"



GRAND PRIZE camera is held by LtCol Richard W. Wallace, USMC, before his winning entry 'Small Fry.'

took second prize in the "people and customs" category of the preliminary All-Navy contest. Another of his photos, "Candlelight," was awarded an honorable mention in the "general pictorial" portion of the All-Navy competition.

Each of the three services entered 160 photographs in the finals, making a total of 480 entries. Each service chose three winners in each of five categories, making 45 first, second, or third-prize winners altogether aside from the grand-prize winner. Navy winners and the titles of their entries follow:

• *Category I*—the Armed Forces on and off duty.

First: "Seaman at Work" by Lieutenant (junior grade) Carl V. Ragsdale, USNR, ComServLant. *Second*: "Heat" by Carl B. Bean, ADC, USN, NAS Corpus Christi, Tex. *Third*: "Night Watch—CGC Eagle" by Lieutenant (junior grade)

Charles Wayne, USCG, Coast Guard Academy, New London, Conn.

• *Category II*—landscapes and architecture.

First: "Bavarian Baroque" by Commander Quentell Violet, USN, ComServLant. *Second*: "Diamond Head" by Captain Robert A. McKeown, USMC, Camp Joseph H. Pendleton, Oceanside, Calif. *Third*: "Junk" by Cpl William J. Bennett, USAF Marine Corps Schools, Quantico, Va.

• *Category III*—peoples and customs.

First: "Small Fry." *Second*: "Three Other Wise Men" by Major Marshall R. Graham, USMC, NOB, Norfolk, Va. *Third*: "Border Man" by Edward J. Peterson, HMC, USN, U. S. Naval Hospital, San Diego, Calif.

• *Category IV*—general pictorial.

First: "Red Roses in Monochrome" by Captain C. J. Stadler, USMC, Marine Corps Schools, Quantico, Va. *Second*: "Aw Nuts" by Sgt Roy F. Rhoads Jr., USMC, Naval Gun Factory, Washington, D. C. *Third*: "Sunlight and Sea" by Lieutenant Grace N. Person, USN(w), Office of Chief of Naval Operations, Washington, D. C.

• *Category V*—color photographs.

First: "Off Soundings" by Cadet John L. Knabenschun, USCG, Coast Guard Academy, New London, Conn. *Second*: "The Throne" by Victor M. Merchant, QMC, USN, USNTC, Great Lakes, Ill. *Third*: "Hawaiian Flowers" by Charles L. Frazier, AOC, USN, NAS, Patuxent River, Md.

All contestants in the grand finals were awarded certificates of excellence by the secretary of the military branch in which they serve. First-place winners in each category received certificates signed by the Secretary of Defense.

Lieutenant Colonel Wallace received a completely fitted Speed Graphic camera as an individual award for winning the grand prize. In addition, he won first place in category III with the same picture.

All personnel in all U.S. armed services were eligible to enter the contest. Fifteen judges picked the winners. Among the judges was Lieutenant Commander George Dennis, USN, editor of ALL HANDS.



TODAY'S NAVY

New Light Cruiser USS Roanoke Is Commissioned, 14,700-Ton Vessel Will Carry Twelve 6-Inch Guns

A new light cruiser, *uss Roanoke* (CL 145), was commissioned April 4 during ceremonies at the Philadelphia Navy Yard.

Roanoke is the second of two *Worcester* class 14,700-ton light cruisers. The other is *uss Worcester* (CL 144), commissioned 26 June 1948. The "light" in the designation refers only to the caliber of the guns, of course, since the displacement of the two ships exceeds that of the *Baltimore* class heavy cruisers of World War II.

Roanoke will carry twelve 6-inch guns in six turrets. The rapid-fire guns will be of dual-purpose design, equally well suited for surface or antiaircraft use. The ship is named for Roanoke, Va., birthplace of Secretary of Defense Louis Johnson.

The Secretary spoke at the commissioning ceremonies.

Mobile X-Ray Unit

Personnel on duty in remote areas where X-ray facilities are not available will be examined by a new mobile X-ray unit delivered to the National Naval Medical Center at Bethesda, Md.

The first unit to be turned over to the Navy, a specially constructed bus mounting a photofluorographic X-ray machine and complete laboratory, was scheduled to begin a survey of naval and civilian personnel in the 6th Naval District.

Similar to a passenger bus, the unit is entirely self-sufficient except for electrical power.

Navy Rescues Islanders

Two groups of South Sea islanders have the Navy to thank for being on their native soil today.

One group was rescued by *uss Jekyl* from an island in the Western Carolines where the natives had found refuge after their little sailing boat had been blown off course and run aground. The 41 islanders were in poor health and running short of food when they were found.

An eight-day search for the other group of six Marshall Islanders ended in their rescue by *uss Hewell*. A lookout spotted the glow of a flashlight and directed *Hewell* to the natives.

The Marshallese had left Carlos Island, Kwajalein Atoll, bound for another small island in a 26-foot converted Navy launch.

← The Navy in Pictures

MIGHTY carrier *USS Franklin D. Roosevelt* refuels at sea from *Caloosahatchee* during Reserve cruise (top right). Top left: LT I. G. Nelson cautions Seattle skiers about Japanese balloon bombs found recently in the Pacific Northwest. Center left: Five new CPOs, Phifer, Russell, Cunningham, Minor and Bellafiore, from NARTU Anacostia, D.C., grin happily after a hosing down by their shipmates. Lower left: LT D. N. Field, USNR, explains life in the Waves to four applicants from Seattle University. Lower right: T. C. Cocilo, SA, and guest listen to phonograph in crew's lounge during visit of *USS Albany* to Naples, Italy.

YESTERDAY'S NAVY



Two small vessels captured English war cutter in first sea battle of Revolution on 12 June 1775. Naval bombardment of Vicksburg was begun on 26 June 1862. Design of 13-stripe American flag adopted on 14 June 1777.

JUNE 1949

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



FAMED COMIC Joe E. Brown and nurse LT S. M. Gibbons admire a model cruiser built by Frank Davis, SN, at the U.S. Naval Hospital in Philadelphia.

UN Assignment to Nimitz

Fleet Admiral Chester W. Nimitz, USN, former Chief of Naval Operations, has a new assignment—this time from the United Nations.

Trygve Lie, U.N. Secretary General, appointed the admiral to administer a plebiscite in which the people of Kashmir will express their wish by vote as to whether their rich state at the northern tip of India will join Moslem Pakistan or Hindu India.

The appointment was made after the Security Council asked the Secretary General to name a man of "high international standing and commanding general confidence." Both India and Pakistan approved the choice.

Kashmir has a population of 4,000,000 people but has never had a free election.

BuMed to Establish 'Bone Banks'

"Bone banks" will soon be installed in some naval hospitals, according to plans announced by BuMed. The plan will be made possible by greatly improved methods of freezing and preserving bone.

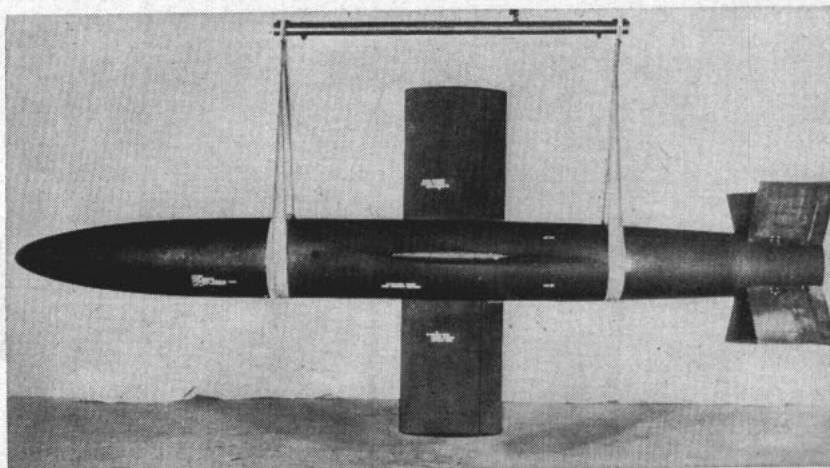
Here are some of the advantages claimed for keeping human bone available in bone banks for bone grafting purposes:

- Operating time is shortened approximately one-third in most cases.
- One operation usually will be sufficient, instead of the two or more required for moving bone from one area to another within the patient's body.

- With a shorter operation, less shocking to the nervous system, the patient suffers less pain, uses less pain-killing drugs and recovers more quickly.

- Bone grafting operations can be performed with fewer personnel, and the routine practice of giving blood transfusions is almost eliminated.

Frozen human bones have been preserved for more than 10 months in an ordinary ice cream cabinet and then used with success in bone graft operations. The bone bank plan is considered an important advancement in bone graft therapy. The Navy is determining which hospitals will operate such banks.



ROCKET-POWERED ship-to-air guided missile, the Navy's new Lark is currently undergoing exhaustive flight tests at Point Mugu, Calif.

Peacetime Mercy Mission

USS PC 1546, station ship of the naval station at Tutuila, American Samoa, recently brought the Navy another step forward in its long established friendly relations with the people of American Samoa.

One Saturday evening, High Chief Tuitele and High Chief Faiivae, together with High Talking Chiefs and Chiefs of the village of Leone arrived at Pago Pago for help. Asking the Governor, Captain Vernon Huber, USN, for aid, they explained the distress of four row-boats which had set out the previous Friday for the open seas and shark fishing.

Three of the boats were from the village of Leone and one from Mesepe. High winds had developed through the night and, it was believed, had proceeded to throw the boats off course since none had returned on the night of their scheduled arrival, Saturday.

After conferring with the captain of the yard of the naval station, it was decided to dispatch PC 1546 to search for the missing boats. The station ship departed the harbor at 1800 that evening. At about 2000 she returned towing one boat which was piloted by Aulaumea of Leone Village.

The search was continued shortly after orders were received to continue searching for a period of at least three days. The naval air station at Tafuna on the island was also asked to dispatch a plane to aid in the search.

At about 0600 Sunday morning they set out with High Chiefs and Chiefs of the various villages aboard to aid in the search. Arriving at the village of Leone they found that one other boat had returned safely, leaving two

yet to be found. The search was continued.

Time passed slowly on for those on shore awaiting the return of their loved ones, then at 1400, perhaps in answer to many a Samoan's silent prayer, the PC returned—towing the boat which was piloted by Leota of the Leone village. This left only one remaining, that of the village of Mesapa, with 13 men aboard.

Continuing the search and after covering an area within a radius of 100 miles the ship returned to Pago Pago. Now all that could be done was to wait, in hope that the men had reached some island in the vicinity and had been unable to communicate with Tutuila.

Six days of waiting; then, over the radio, word reached the island: "All members are safe at the island of Savaii."

The Navy, as per usual, came through with a fine job and no doubt it will go on Navy record as just mere "routine." But to the hearts and eyes of those who were found and their loved ones, it will be in the memory of the Samoan people long after the last log entry is made.—Hal Davis, SN, USN.

Flag Rank Orders

Flag rank orders for last month:

Fleet Admiral William D. Leahy, USN, Chief of Staff to Commander in Chief, Armed Forces of the United States, reported to SecNav.

Admiral DeWitt C. Ramsey, USN, retired 1 May.

Vice Admiral Arthur W. Radford, USN, Vice CNO, ordered as CincPac.

Rear Admiral Alfred E. Montgomery, USN, Com 17, ordered as ComNOB, Bermuda.

Rear Admiral Frank D. Wagner, USN, ComFair West Coast, ordered as Com 17.

Rear Admiral Ralph W. Christie, USN, ComNavPhil, ordered as General Inspector ComWesSeaFron.

Rear Admiral Samuel P. Ginder, USN, ComCarDiv 2, ordered to ComFair West Coast.

Rear Admiral John J. Ballentine, USN, ComCarDiv 1, ordered as Member, General Board, Navy Department.

Rear Admiral Rico Botta, USN, Staff ComAirLant, ordered as Assistant Chief, Naval Material and Director Production Policy, Navy Department.

Rear Admiral Theodore C. Lonquest, USN, Assistant Chief BuAer for Research and Development, ordered as Deputy Chief of BuAer.

Reservist Achieves Perfect Score on GED Test

That 10-hour General Educational Development test, over which approximately 2,000,000 people have chewed their fingernails to the elbow, has met its master—finally.

Writing the high school level GED test at NAS Glenview, Ill., Stephen E. Valient, AD1, USNR, answered every question correctly to achieve a perfect grade.

That means—score: 100 per cent.

Education specialists who graded the test battery at USAFI headquarters in Madison, Wisc., couldn't believe their own eyes. Out of two million previous tests written by servicemen and civilians, nary a one had a perfect score before Valient's paper came along.

The man who changed all that is a 30-year-old stationkeeper who began studying for the test a year and a half before he wrote it. Among the 19 titles of books bought or borrowed for the purpose are such volumes as *Mathematics for Technical and Vocational Schools*, *Elements of Physical and Cultural Geography*, *The People and Politics of Latin America* and many other works containing as many as four volumes in each.

Valient set his mark and began studying for it, in home study and correspondence courses and at Navy training schools or night instruction classes.

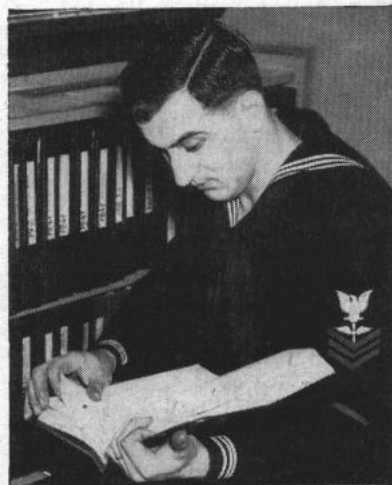
Ever since he had to leave high school after completing only 10 grades, Valient has had in mind getting a high school diploma. As a result of the GED tests, he received not only a diploma but a letter of commendation from the Chief of Naval Personnel for high accomplishment in self education.

In between his homework, Valient has found time to compile a stamp and coin collection of admirable proportions, work at his drafting board, design furniture and spend other time on woodworking and model construction.

He has traveled extensively through the United States, Canada and Mexico, and speaks and reads Czech, Polish and Slovak.

Valient is described as having a "remarkable power of concentration" by an NAS Glenview education officer who reported the perfect grade to the Bureau of Naval Personnel. "Valient conscientiously applied himself to the task of passing his GED test with a high mark and exerted his every effort toward that end."

To educators, the perfect score was like a miracle out of the skies.



FIRST in two million to achieve a perfect grade on GED test is studious Stephen E. Valient, AD1, USNR.

Rear Admiral Charles A. Nicholson II, USN, Assistant Chief BuAer for Design and Engineering, ordered as Fleet Aircraft Maintenance Officer, Staff ComAirLant.

Rear Admiral Marshall R. Greer, USN, ComCarDiv 3, ordered as ComFairWing 2.

Rear Admiral Thomas S. Combs, USN, Deputy Chief, BuAer, ordered as ComCarDiv 1.

Rear Admiral Austin K. Doyle, USN, ComNOB, Bermuda, ordered to NavOp.

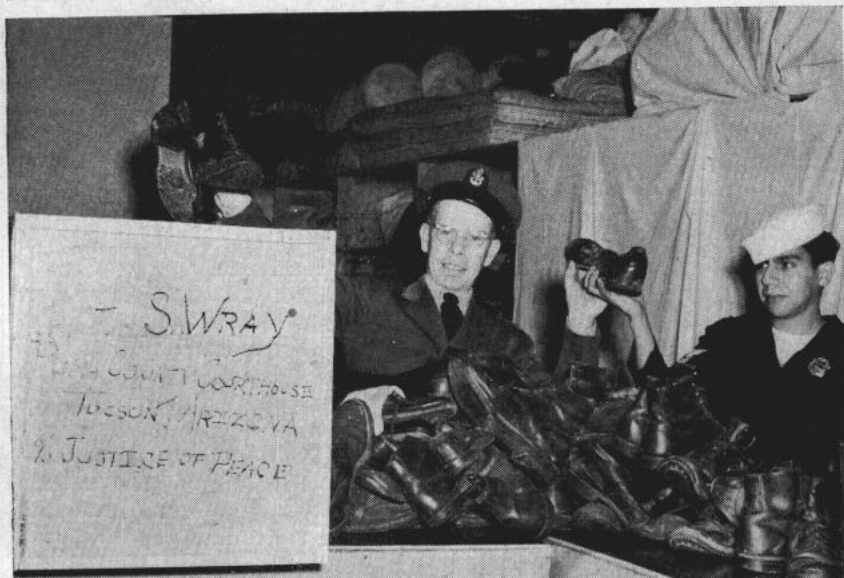
Rear Admiral Francis P. Old, USN,

Chief, Naval Advisory Division Joint U. S. Military Advisory Group, China, reported as ComNavPhil.

Rear Admiral William D. Johnson, USN, ComFairWing 2, ordered as Assistant Chief for Material and Services, BuAer.

Rear Admiral Wallace R. Dowd, USN, ComNavShpYd, Mare Island, Calif., ordered as Chief, Office of Industrial Survey, Navy Department.

Rear Admiral Thomas H. Binford, USN, Chief of Staff and Aide ComHawSeaFron and Com 14, ordered as ComCruDiv 1.



NEEDY Navajo Indians were given a helping hand by the Flag Unit, Fair West Coast, which sent shoes and boots that had accumulated in lucky bag.

10 Million Volt Betatron

The Navy's newest X-ray device—a 10,000,000-volt mobile betatron—got its first public showing at a two-day meeting of scientists at the Naval Ordnance Laboratory, White Oak, Md.

The Radiology Section—Building 70 of the \$35,000,000 installation—also was open for inspection.

The powerful betatron was used in examining an eight and one-half ton anchor designed for use on a cruiser. X-raying the mud-hook, scientists and engineers were told, would reveal any hidden flaws which might cause failure under the 30-ton strains the anchor may meet in service. Armor-piercing projectiles, armor plate and ship crankshafts are other things which the new X-ray can examine usefully. Also in heavy castings and welds, the machine will reveal cracks, blow-holes and other defects.

Smaller X-rays were also on exhibit at the symposium. One was a 2,000,000-volt unit which previously held the record for seeing through thick steel—eight inches, as compared to 16 inches for the new machine.

Scientists and engineers attended several interesting lectures at the "symposium on non-destructive testing." On the first day a guest speaker told about the success of the Navy's laboratory technicians in testing both enemy and allied ordnance with X-rays. X-ray revealed errors in assembling certain rockets, and also enabled American technicians to learn much about foreign explosives without disturbing adjustments. This, the speaker

pointed out dryly, was of particular value to bomb disposal squads, who had a personal and vital interest in their jobs.

Among major topics discussed were "X-ray in science and industry," "non-destructive testing in manufacture and inspection," and "current military applications of non-destructive testing."

Besides the biggest and second-biggest portable X-ray devices, NOL exhibited a microflash generator, an electron fluoroscope, and an X-ray moving picture camera.

Sure Cure for Seasickness

Navy personnel and others who travel by sea and air can breathe a sigh of relief and chomp into those pork chops in any weather—as soon as beta-diaminoethyl benzohydryl ether 8-chlorotheophyllinate capsules are dispensed like salt tablets, that is. The new drug — "dramamine," for short—keeps your stomach right side up even when you ship is not.

Original research leading to the seasickness cure was conducted by two scientists at Johns Hopkins University Hospital, Baltimore, Md. Oddly, dramamine's curative powers over motion sickness was discovered by accident. A woman who was afflicted with an allergic rash was given the medicine as a possible cure. Arriving at the hospital the following morning she reported joyfully that the rash was gone. Also, she added as an afterthought, (she had journeyed to the hospital by automobile without incurring "car-sickness," with which she always previously had suffered.

The drug was used extensively aboard the passenger ship *ss America* during the summer of 1948 and data were collected. In November the Army conducted an experiment involving 485 men while crossing the North Atlantic in a ship designed for less turbulent water.

The 485 men were divided into two groups and quartered in four low-level compartments of equal nausea-producing characteristics. One group was



SOVIET cruiser *Murmansk*, ex-Milwaukee, is returned to the United States. Russian crew was transferred to the steamer *Molotov* shown tied alongside.

given the drug as a preventive measure; the other, as a cure. Of the first group, half were given capsules containing dramamine while the other half swallowed capsules containing sugar. All took their capsules on the same schedule and without knowing what was in them. The 134 men who were given dramamine all retained their good morale, their appetites and their meals. Two complained of dizziness, but many more complained of hunger. Of the 123 men who received sugar-filled capsules, 35 became seasick within 12 hours at sea. When placed on a dramamine schedule, all but one recovered completely within three hours.

The group among which dramamine was tested as a seasickness cure did not receive any of the drug at the beginning of the voyage. Fifteen of them were attacked by seasickness, and all but three recovered almost immediately when given dramamine. Another group was employed in a variation of the test, also proving by their reactions that dramamine is the best cure for seasickness yet discovered, except for dry land. In over-all results, the drug prevented seasickness in 98 per cent of the cases where it was used as a preventive medicine. It brought cures in 97 per cent of the cases where it was used as a curative. It has been found to cure 93 per cent of all cases of air-sickness where it is administered.

Among more than 300 men who were given dramamine in capsule form, not one suffered any unfavorable reaction requiring them to cease taking the capsules.

The problem often faced in the Armed Forces of landing large groups of men by sea or air and having them at the peak of physical fitness is largely solved by dramamine. Also, green crews—manning Navy ships in time of rapid expansion—will find the drug the next best thing to a solid island, as will many an older hand as well.

Photo Contest Winner

A Navy photographer's mate won first prize in the still life class of the Second Annual Salon of Photography held in Charleston, S. C.

The photograph entitled "The Revelation" by R. K. Mullis, PH2, USN, caught the eye of the judges. Along with other winners and honorable mention photos, Mullins' entry was on exhibit at a Charleston art gallery for two weeks.

Contest photos poured in to be judged from 32 states and Canada.



WRITER-producer-announcer B. G. Oman, RMN1, USNR, interviews LCDR R. F. O'Neill over the regularly scheduled half-hour network show.

Vermont Reserve Division Sponsors Radio Show

Naval Reserve recruiting in Burlington, Vt., has boomed consistently with the efforts of a one-man show over the local radio station.

Writer-producer-announcer all in one is B. G. Oman, Jr., RMN1, USNR, whose half-hour radio show is believed to be first of its kind from the standpoint of being sponsored by a Naval Reserve division on regular schedule.

Called the "Navy Show," the program runs immediately preceding the nation-wide network broadcast of the Navy Hour, thereby presenting a full hour of Navy recruiting and information in the Burlington area.

Oman is a stationkeeper at the U.S. Naval and Marine Corps Reserve Training Center in Burlington, which houses his unit—Surface Division 1-44.

Radford Succeeds Ramsey

Admiral DeWitt Clinton Ramsey, USN, Commander in chief, Pacific and U. S. Pacific Fleet, one of the Navy's aviation pioneers, retired from active duty 1 May.

His retirement ends a career of more than 30 years in naval aviation, a career which began with his appointment as Naval Aviator No. 45 in 1917, five years after his graduation from the Naval Academy.

Admiral Ramsey previously has served as Vice Chief of Naval Operations (1946-48); Deputy Commander in Chief, Pacific Fleet and Pacific Ocean Areas (1944-46); Chief of

Staff to ADM Raymond A. Spruance, USN, Commander of the Fifth Fleet and its fast carrier striking forces (1945); and as Chief of the Bureau of Aeronautics (1943-45).

As commanding officer of USS *Saratoga*, Admiral Ramsey took part in the first offensive against the Solomons Islands in August 1942, when planes from *Saratoga*, *Enterprise* and *Wasp* launched the initial air attack in support of the landings on Guadalcanal and Tulagi. He then commanded a fast carrier task force with the *Saratoga* as flagship, until he was ordered in July 1943 to Washington to become Chief of BuAer.

Following retirement, he will be president of an industrial aircraft firm.

Vice Admiral Arthur W. Radford, USN, formerly Vice Chief of Naval Operations, has been appointed by the President to succeed Admiral Ramsey as CincPac, CincPacFlt and HiComTerPacIs—High Commissioner for the Trust Territory of the Pacific Islands—and has been nominated for the rank of admiral.



ADM Ramsey



VADM Radford



AIRPLANES and private autos are packed on board USS Boxer during transfer of MAG-15 from Hawaii to new headquarters in North Carolina.

San Diego to Be Headquarters for ComAirPac

San Diego rather than Hawaii will be headquarters for naval airpower in the Pacific in the future, it was announced by the Navy.

VADM Harold B. Sallada, USN, Commander, Air Forces, Pacific, will move his headquarters to San Diego as part of a general redeployment of Navy aircraft ordered by the Navy to conform to budget cutbacks.

Brig Gen Thomas J. Cushman, USMC, Commanding General, Aircraft, Fleet Marine Force, Pacific, will shift his headquarters from Hawaii to El Toro, Calif., as part of the move.

The AirPac Command was established 1 Sept 1942 to unify administrative control of all aircraft, carriers, aircraft tenders and aviation supply facilities under a single command in the face of the Pacific war. Headquarters of the command was at Ford Island, Pearl Harbor.

Navy and Marine planes and personnel will be returned to the mainland by two aircraft carriers and one escort carrier. USS Boxer (CV 21), USS Valley Forge (CV 45), and USS Bairoko (CVE 115), the escort carrier, were assigned to ferry the planes and equipment.

Navy aircraft and personnel are being transferred to Naval Air Base, North Island, San Diego. Marine Air Group 15 will be moved from Ewa, Hawaii, to Marine Corps Air Station, Edenton, N. C., while observation squadrons of Marine Air Group 24 from Guam will go to Marine Air Station, Cherry Point, N. C. Marine planes from Tsingtao, China, will be split between Cherry Point and Edenton.

Once established in its new site at San Diego, ComAirPac will absorb the duties of Fleet Air, West Coast, a subordinate command which will be decommissioned.

High Altitude Ray Research

In the course of V-2 rocket flights 40 to 100 miles above the earth, instruments recorded X-rays and powerful ultraviolet rays not previously observed by man. The experiments, conducted at the White Sands Proving Ground, Las Cruces, N.M., were witnessed by physicists of the Naval Research Laboratory.

The presence of X-rays was revealed when photographic film placed behind protective beryllium and aluminum foils in a rocket were found upon recovery to have turned black. Rockets which recorded the strong ultraviolet rays carried metal strips coated with a substance sensitive to such rays but not to ordinary sunlight. The coating, "a special phosphor," was developed at the Naval Research Laboratory.

The X-rays and ultraviolet rays present in the upper atmosphere would be dangerous to mankind if they were able to reach the earth. As it is, they cause trouble, at times, in radio broadcasting. Sudden bursts of X-rays appear to cause radio fade-out. On flights during periods when astronomers detected flare-ups on the sun's surface, intense X-rays were detected and radio fade-outs occurred all over the world.

On the other hand, ultraviolet rays seem to ionize the atmosphere at high altitudes, making long-distance radio transmission possible.

Vandegrift Retires

Gen A. A. Vandegrift, USMC, former Commandant of the Marine Corps, retired from active duty 1 Apr 1949 shortly after reaching the retirement age of 62.

Gen Vandegrift, who commanded the First Marine Division, Reinforced, at Guadalcanal early in World War II, was succeeded as Commandant of the MarCor by Gen. C. B. Cates on 1 Jan 1948.

Gen. and Mrs. Vandegrift have returned to their home at Lynchburg, Va., following a visit with their son, LtCol A. A. Vandegrift, Jr., USMC, and his family in Hawaii. LtCol Vandegrift is officer in charge of the engineering section, Service Command, Fleet Marine Force, Pacific, and is stationed at Camp Catlin.



Gen A. A. Vandegrift



NO MONSTER THIS but a new-type Arctic mask used by USN observer on British aircraft carrier *Vengeance*.

Powerful, New Diesel

Capable of producing far greater propulsion force than other diesel engines of comparable size, a new 2,500 horsepower diesel is being tested at the U.S. Naval Engineering Experiment Station, Annapolis, Md.

If the experimental exhaust turbo-supercharge diesel model meets all Navy requirements, its use in submarines and other Navy craft is expected to increase propulsive efficiency.

Besides incorporating radical design features, the model engine has a higher fuel and air capacity than existent engines.

May Transfer to Line USN

Former aviation cadets who were designated "naval aviator" and commissioned after 30 June 1947, and who will have completed not less than 18 months' continuous active commissioned service prior to 1 July 1949, are now eligible to apply for commissions as line officers in the Regular Navy.

BuPers Circ. Ltr. 59-49 (NDB, 31 Mar 1949) states that selection will be based upon information submitted in each candidate's application, his record on file in BuPers and his physical exam form.

Eligible officers should prepare their applications in accordance with instructions in the circular letter and forward them through official channels to reach BuPers by 30 June 1949.

A board will be convened in the Department of the Navy to select for appointment to the U. S. Navy a

limited number of eligible officers who apply. The number to be appointed will necessarily depend upon the needs of the service.

Each candidate accepted for appointment will be given a commission as ensign, USN. His precedence shall date from the time of reporting for continuous active duty as a Reserve officer.

Personnel Eligible for Benefits

Persons authorized to receive direct benefits from ship's service store profits are listed by BuPers Circ. Ltr. 49-49 (NDB, 31 Mar 1949) as the following:

- Officers and enlisted personnel attached to the station or activity operating a ship's service store.

- Officers and enlisted personnel of activities based at or quartered on a station or activity which comprises part of a composite fund or received direct financial assistance from the profits of a ship's service store through a local recreation fund.

- Officers or enlisted personnel in a transient status at a station or activity, even though not included in the two other categories.

- Naval dependents and civilian employees of the Navy *only* at isolated stations where such authorization has been requested by the CO and granted by a special letter from the Chief of Naval Personnel dated after 1 Mar 1949.

Leahy Leaves Post

Fleet Admiral William D. Leahy, USN, who began a distinguished naval



FADM Leahy

career upon his graduation from the Naval Academy more than half a century ago, retired from his position as Chief of Staff to the President after a surprise White House ceremony in which he received a gold star in lieu of a third Distinguished Service Medal.

President Truman announced no successor would be appointed to the admiral, who was the only man ever to hold the unique post.

The admiral graduated from the Naval Academy in June, 1897, and served in *USS Oregon* during the Spanish-American War. He later became Chief of Naval Operations before the outbreak of World War II.

QUIZ AWEIGH



(1) This ship operated through most of World War II as AG 17 and is the old battleship (a) *Tennessee* (b) *Wyoming* (c) *New York*.

(2) Her main battery during the later part of World II consisted of (a) 5-inch 38s (b) 5-inch 54s (c) 6-inch 47s.



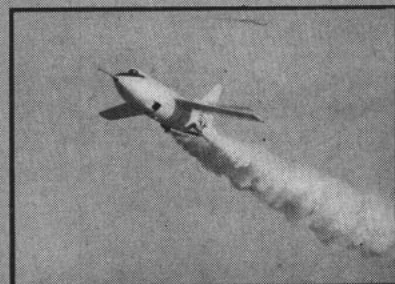
(3) An airdale seen promenading this device on his rating badge would be (a) *airman* (b) *aviation controlman* (c) *aerographer's mate*.

(4) His special duties would sometimes include (a) making radiosonde observations (b) repairing guns (c) directing air traffic.



(5) A sailor wearing this new rating is (a) *aviation structural mechanic* (b) *aviation machinist mate* (c) *aviation damage controlman*.

(6) His special duties would include (a) working with aircraft hydraulics (b) working with aircraft engines (c) working on aircraft guns.



(7) Had our grandfathers seen such a plane they no doubt would have said it was impossible. It is the new (a) *Skyrocket* (b) *Skyjet* (c) *Skybee*.

ANSWERS TO QUIZ ON PAGE 53

SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

HEADING NORTH for the Coast Guard's annual five-month Bering Sea Patrol off Alaska, USCGC *Northwind* will be carrying out a multitude of tasks other than the original duty laid down by Congress 81 years ago.

In 1868 Congress became concerned over the rapidly decreasing number of seals on Pribilof Island and established the Bering Sea Patrol for their protection.

Since then, tasks of the patrol have broadened out. *Northwind*, in addition to protecting game and fish in the area, will serve as a "floating court" administering legal functions of a U.S. District Court at numerous communities, as a cruising warehouse for resupplying Coast Guard shore activities, as protector for the cannery fleet, and as survey ship for collecting hydrographic and oceanographic data.

Another Bering Sea Patrol vessel brought about the most famous rescue in Coast Guard history 51 years ago when eight whaling ships became ice-bound at Point Barrow.

To relieve the starving party and 500 villagers, the Coast Guard herded 450 reindeer across 1,600 miles of unmapped frozen country to deliver food on the hoof until the cutter *Bear* could render aid from the sea.

★ ★ ★

ACROSS the United States in three hours and 46 minutes is the mark of the Air Force's Boeing B-47 *Stratojet* bomber.

Average ground speed was 607 miles an hour. Only persons on board the six-jet bomber were the pilot and co-pilot.

The flight was made from the Air Force base at Moses Lake, Washington, to Andrews Field, Camp Springs, Md.

Eighteen jato units aided the plane in getting off the ground. It has a 116-foot wing span and is 108 feet long. The bomber is classified in the 600-mile an hour speed range and can carry approximately 10 tons of bombs.

★ ★ ★

ALTHOUGH the Air Force's new blue uniforms will not be available in sufficient quantities to fully equip all per-



NEW BLUE Air Force uniforms will make appearance gradually. Personnel will be equipped by 1 Sept 1950.

sonnel before 1 Sept 1950, various individuals will likely be seen wearing them before that time.

So long as they fulfill all requirements, individuals may buy them as they become available and Air Force aviation cadets were scheduled to be outfitted in the new uniform by the date of convening a new class on 4 Apr 1949.

★ ★ ★

DESIGNED as a penetration fighter to operate deep within enemy territory against aircraft and ground targets, a new jet fighter, the McDonnell XF-88, has been tested by the U. S. Air Force. Plane has swept-back wings and tail surfaces, weighs approximately 15,000 pounds.

★ ★ ★

AMERICAN viewers will see more Army films via television as official movie releases are made available from a new central television library established by the Signal Corps in Long Island City, N.Y.

The library will supply motion pictures which have been cleared for general release and will edit other films to cut out classified material before it is released for public showing.

★ ★ ★

WORLD'S FIRST RAMJET helicopter is "Little Henry," a 300-pound craft of tubular steel construction which has undergone successful tests by the Air Force at McDonnell Aircraft Corporation in St. Louis, Mo.

Powered by ramjets installed at the blade tips, the helicopter has a maximum speed of 50-plus miles an hour at sea level. Of simple design, the novel craft operates on the same fuel used in automobiles. It is described as easy to fly, and construction and maintenance costs are low.

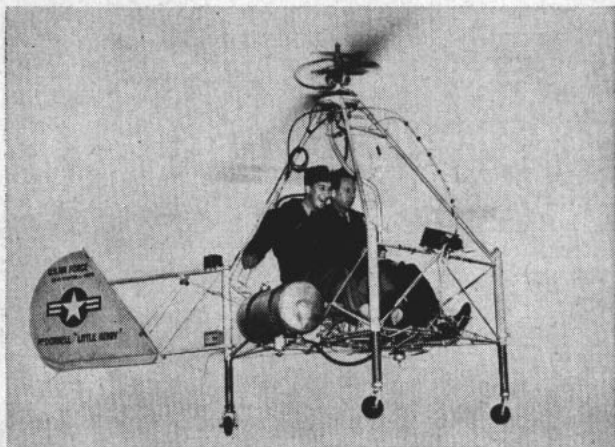
The Air Force calls it an "aerial motorcycle" to be used for artillery spotting, communications, wire laying and field courier service.

In its first test, the ramjet helicopter carried aloft two men and a supply of gasoline, or over two times its own weight.

★ ★ ★

THE COAST GUARD HAS unveiled a new "Robot Lighthouse" that does everything that a regular lighthouse can do—and does it automatically.

The new "light," perched on the breakwater in Cali-



LITTLE HENRY, world's first ramjet helicopter, was designed for use as general purpose 'aerial motorcycle.'

fornia's Long Beach harbor, is of a radical design which makes it look more like a giant centipede than the latest thing in lighthouses.

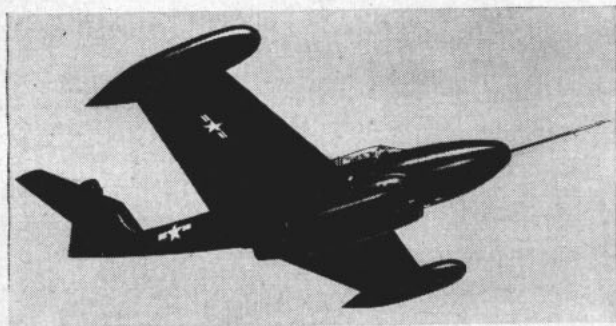
It is completely mechanical—built to operate for a month at a time with no human hand on the controls. It flashes a 36-inch, 140,000 candlepower light in a complete arc 12 times a minute. It will automatically blast out a warning on its two-tone fog horn and broadcast a special radiobeacon signal should the fog roll in.

The all-concrete construction of the new light is calculated to enable it to withstand the heaviest earthquake as well as an occasional buffeting by wind and wave. The structure is specially mounted on six massive concrete columns cast into six pockets in the "crib" or foundation.

* * *

UNDERGOING flight tests at USAF Base, Muroc, Calif., is the Air Force's newest all-weather jet fighter.

Although smaller than the F-61 *Black Widow* night fighter, the new plane has been designated the Northrop XF-89 and named *Scorpion*. It carries a crew of two, a pilot and a radar observer, both of whom can be "ex-



SCORPION, new USAF fighter, is specially designed for operations under unfavorable weather conditions.

ploded" clear of the plane by pilot-ejection seats if the plane must be abandoned at high speeds.

Powered by two J-35 jet engines, the *Scorpion* is in the 600-miles-an-hour class. Unusual feature of the all-weather fighter is its thin right-angle wing. It was used instead of the swept-back type appearing on most current jet-powered planes and has an extra-thick wing skin to provide a safe margin of rigidity at high speeds.

The *Scorpion's* horizontal stabilizer is about half-way up the vertical stabilizer to free it from expelled hot exhaust gases and to diminish the effect of turbulence on it caused by the airflow over the plane's wing. The XF-89 has a service ceiling of over 40,000 feet and a gross weight of more than 30,000 pounds. Wing span is approximately 50 feet.

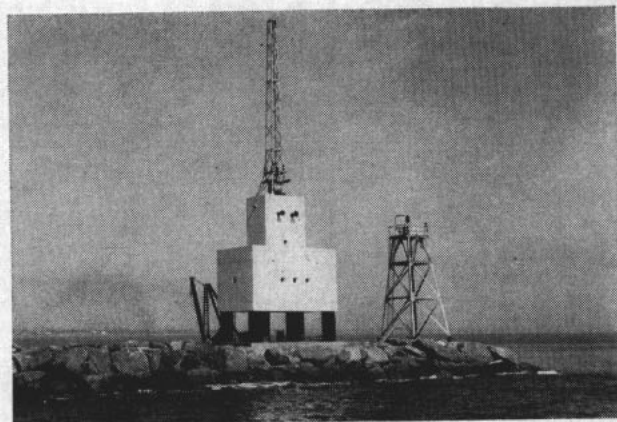
Forty-eight of the fighters have been ordered by USAF.

* * *

TESTING programs to try out the Air Force's radio-controlled bombs in Arctic weather got under way at Ladd Field, Fairbanks, Alaska.

Also to be tested in the rigorous northern climate was an American version of the German V-1 buzz bomb, to be fired in both air and ground launchings.

The two radio-controlled bombs are the 12,000-pound



ROBOT LIGHTHOUSE, completely mechanical, will operate for month with no human hand at the controls.

"Tarzon" and the 1,000-pound "Razon," which stands for Range and Azimuth Controlled.

Forty Air Force officers and men journeyed to the base with a supply of the bombs.

While the radio-controlled bombs will be dropped, the converted buzz bomb will be launched by B-29 *Superfortresses*.

The huge Tarzon is a free-falling, general purpose bomb equipped with radio gear and movable guide fins. The plane's bombardier, after releasing the bomb, controls both range and azimuth with the aid of flares installed in its tail to facilitate tracing its descent.

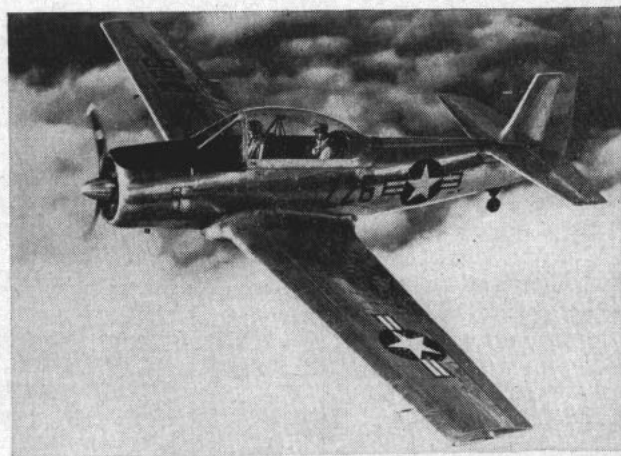
The Razon is identical to the Tarzon in control principles but weighs only one-twelfth as much.

* * *

AIR FORCE AVIATION cadets will receive their first flight training in another version of the Navy's XNQ, a basic trainer.

Redesignated T-31 for Air Force use, the plane is built by Fairchild. It has a top speed of about 160 miles an hour and a ceiling of 19,000 feet.

The plane will be in full production in about 10 months from the awarding of the \$8,000,000 contract, and students of the Air Force training command will be flying the plane in about a year.



FUTURE Air Force aviation cadets will receive their first flight training in this new version of the Navy's XNQ.

THE BULLETIN BOARD

Officer Application Sought For Guided Missile Training Given at Fort Bliss, Tex.

Applications are desired from Regular Navy line officers and Civil Engineer Corps officers of the ranks of lieutenant, lieutenant commander and commander for a 40-weeks' course in guided missiles. Among line officers, both aviators and non-aviators are eligible. The course will be given at Fort Bliss, Tex.

Classes convene in August and November. An engineering degree or its equivalent and a working knowledge of college physics and integral and differential calculus are required. A background in radar, radio, electricity or advanced mathematics is desirable but not mandatory. Applicants must submit signed agreements not to resign during the course and to serve two years in the naval service after completion of their studies. Permanent duty orders will be issued for officers selected, for the period of the course.

NavAct 1-49 (NDB, 31 March



Boat, Parris Island, S. C.

'Hey reep, yer lefft, hup reep, yer lefft.'

1949), which invites such applications, directs COs to indicate availability of applicants. Applications should be directed to The Chief of Naval Personnel (Attn: Pers-311E2). Deadline is 15 May 1949.

Daughters of Academy Grads Offered Partial Scholarships

Two partial scholarships of \$800 each have been offered to daughters of active duty officers who are Naval Academy graduates.

The scholarships would pay part of the first year's (1949-50) expenses to Ogontz Junior College, Montgomery County, Pa. They are to be awarded annually by the trustees of the school.

The two winners will be nominated by a board to be appointed by Commandant, Eleventh Naval District and Superintendent of the Naval Academy. The board will interview applicants and recommend its choices to the Navy Department in June.

Parents of any girl to be considered for this scholarship should apply to Com 11 or Superintendent of the Naval Academy by 1 May 1949. Application should include the following information:

- Photograph of applicant.
- Letter from family pastor.
- Letter from high school or secondary school principal.
- Copy of attested secondary academic record.
- Other letters of recommendation parents desire to submit.

Four Rules That Will Expedite Payments to Veterans' Heirs Are Listed for Claimants

Veterans Administration payments for death compensation or pensions to survivors of deceased veterans will be expedited if four simple rules are carried out.

The agency listed these hints for claimants:

- If the veteran's death certificate does not contain a statement as to cause of death, it should be accompanied by a certificate from the attending physician showing the dates of treatment and cause of death. If the veteran died in active service, proof of death need not be furnished.

- A widow filing a claim should furnish the record of her marriage to the veteran, if available. If she or the veteran were previously married, the Veterans Administration should be furnished copies of death certificates

Ships May Give Locations On Officers' Transfer Orders

A security regulation familiar to many a ship's yeoman during the war has been lifted.

Ships no longer have to omit the location of the ship from officer's transfer orders when the ship is in a continental port.

The change came about with BuPers Circ. Ltr. 55-49 (NDB, 31 Mar 1949) which orders the revival of the geographical location to simplify processing of officers' orders to and from ships in continental ports.

The use of the location of the ship will save time in processing travel claims and computation of travel time and delay to count as leave, BuPers says.

It was a yeoman's suggestion that led to the change. Keith O. Power, YN1(SL), Naval Submarine Base, New London, Conn., submitted the suggestion. It was approved by CNO, accepted by BuPers and incorporated in the circular letter. A letter of appreciation from the Chief of BuPers was sent to Power.

Traveling School To Instruct Reservist Supply Officers

Supply Corps officers of the Naval Reserve are taking advantage of the opportunity to study at the Navy's first traveling school, consisting of two officers and an automobile to carry their books from town to town.

The refresher course on the details of supply and disbursing procedures is the same as that given since June 1947 in the Navy Supply Corps School, Bayonne, N. J.

Leaving Bayonne in April, the two Supply Corps officers planned an itinerary through seven key cities during a six-month period. Utilizing administrative assistance and physical facilities available in the several areas, they planned stops in Norfolk, Va.; New Orleans, La.; San Diego, Calif.; San Francisco, Calif.; Seattle, Wash.; and Chicago, Ill.

The trek was planned for reasons of economy to the Navy and convenience to the students.

or divorce decrees to establish that previous marriages were dissolved.

- If minor children are among the survivors, birth or baptismal records listing names of both parents should be supplied if possible. In the case of adopted children, a copy of the court order of adoption is necessary.

- When the claim is filed by parents of the deceased, it must establish their relationship to the veteran by a certified copy of the veteran's birth or baptismal certificate containing the names of both parents. This certificate, too, need be sent to VA only if it is readily available.

Marriage and birth certificates, VA pointed out, should be supplied only if they are easily available at the time of filing the claim. If they are not submitted when claims are mailed and are required by VA later, the veterans' survivors will be notified.

BuPers Notifies Navy Personnel Of Unclaimed Bank Deposits

The Bureau of Naval Personnel has undertaken the responsibility of notifying naval personnel of dormant bank accounts originally opened by them in banks throughout the world and apparently forgotten.

Through the commandants concerned, banks in the 11th and 14th Naval Districts already have furnished the Dependents Services Branch, BuPers, with their lists of unclaimed bank deposits. These names are being screened in an effort to locate the personnel involved or their legal heirs. Daily, depositors of dormant accounts are being notified and advised to communicate with the bank concerned. Several accounts have, over a period of time, reached very sizable proportions. One account alone amounts to \$1,500.

It is believed that many thousands of dollars may be unearthed before the task nears completion.

It should be noted that unclaimed accounts opened in California banks automatically become the property of the state of California after lying dormant for 20 years. Similar laws have been enacted by some other states.

Naval personnel or their heirs who think there may be such an account awaiting their claim may write the Chief of Naval Personnel (Attn: Pers-534), Navy Department, Washington 25, D.C.

5 Heroes of 145 Years Ago Given Navy Honors

Graves of five American sailors who perished nearly a century and a half ago have been discovered in a corner of a high-walled cemetery overlooking Tripoli harbor.

It was in the same harbor that the five met their death in 1804 during the Barbary Wars between the U. S. and the North African pirates. The men were among 13 officers and bluejackets on board USS *Intrepid* when she was blown to pieces, hit squarely by a shot from Tripoli's shore guns.

The graves were unearthed recently by the American Consul in Tripoli, Orray Taft Jr., with the assistance of an old Arab harbormaster who had interviewed several hundred Tripolitan families in an effort to piece together the story of what happened that fateful night.

Intrepid, captured from the Tripolitans the year before and renamed, had been loaded to her hatch covers with high explosives and sent into the harbor with the volunteer crew as part of a daring plan to cripple the enemy fleet which lay at anchor in the harbor.

Under the command of a promising young lieutenant, Richard Somers, she was to be sailed like a friendly visiting merchantman through the harbor entrance and in among the enemy's ships, there to be blown sky-high by her own crew, who were to jump off the floating powder-keg into the water and swim to waiting small boats.

As USS *Argus*, *Vixen* and *Nautilus* stood by to cover the fireship with their guns, Somers gently eased his death-laden ship into the crowded harbor and drew near the anchored enemy vessels. Suddenly shore batteries opened fire. A lightning-like explosion shook the harbor and nearby town. Straining eyes on the hovering American ships outside the harbor temporarily were blinded by the searing flash.

"For a moment, the flash illumined the heavens all around," says a midshipman watching through night glasses. "The terrific concussion shook everything far and near. Then all was hushed again and every object veiled in a darkness of double gloom.

"On board the *Nautilus*, the silence of death seemed to pervade the entire crew; but, quickly the din of kettle drums, beating to arms, with the noise of confusion and alarms was heard from shore. To aid in the escape of the boat (the boat which was to rescue the survivors) an order was given . . . to show a light. . . . (Immediately) hundreds of shots . . . from the batteries (on shore) came rattling over and around us. But we heeded them not: one thought, and one feeling alone had possession of our souls—the preservation of Somers and his crew!"

But Somers and his 12 men were beyond saving. All were killed by the premature explosion which tore *Intrepid* to shreds and ironically caused no observable damage to the enemy fleet.

All of the bodies were recovered two days later by the Tripolitans. Captain Bainbridge, at that time imprisoned in a Tripoli cell along with his crew from the captured ship, *Philadelphia*, was allowed to see the bodies but reported that they had been mutilated beyond recognition by the blast.

The bodies of five of the unknown sailors were officially laid to rest recently in the same high-walled cemetery—close by the spot where they had been washed ashore 145 years ago.

A special detachment consisting of a landing force under arms from USS *Spokane* and a firing squad of Second Division Marines led by a British Army (Scottish Camerons) band marched the mile and a half from the waterfront jetty near the Bashaw's palace to the cemetery where final tribute was paid to the men.

Wreaths and markers, donated by the men and officers of ComCruDiv 2 and USS *Spokane*, were placed on the graves. Temporary, the markers will later be replaced by permanent headstones.

A plaque, placed on a wall near the graves, reads: "In Honored Memory of Five Unknown American Sailors Lost in Explosion of USS *Intrepid* in Tripoli Harbor 1804—From the Officers and Men of the USS *Spokane* April 1949."

Plan Centralizes All Public Information Activities

Coordination of public information activities of the Army, Navy and Air Force under the Secretary of Defense has been ordered.

Affecting only public information activities in the seat of the national government in Washington, D.C., the far-reaching order was one of the last acts of James Forrestal as Secretary of Defense. Louis Johnson became Defense Secretary on 1 April.

Under the new plan, the Secretary of Defense will have administrative and operational control of the following public information activities formerly under the secretaries of the various services:

- Press service and news room.
- Security review and clearance of manuscripts.
- Radio and television service.
- Photograph and newsreel service.
- Public contacts of all kinds—public relations, civil relations, speakers bureau, presentation teams for public meetings, and so forth.
- Accreditation of correspondents.
- Clearance, reproduction and distribution of all press releases and pictures.
- Analysis — through clippings, news digests, editorial comment, information research and so forth.

Agencies of the National Military Establishment will not provide staffs for the above activities except those necessary to administer the work of field activities.

Deadline for the transfer and the effective date of the directive was set at 31 Mar 1949, with an extension limit of 60 days.

The new plan is expected to bring about a reduction in the staffs of public information activities operated under the Secretaries of the Army, Navy and Air Force, together with movement of a large part of the Navy's staff from the Navy Department building in Washington, D.C., to the Pentagon, where most of the Navy's administrative top commands already have offices.

SecDefense's Office Clears Information on New Gear

Clearance by the Secretary of Defense of Information which might be regarded as classified was provided for in a directive issued shortly after announcement of the plan for centralized control of Army, Navy and Air Force public information.

The security review plan was distributed throughout the naval establishment by Alnav 34-49 (NDB, 31 Mar 1949), which read:

"No information of any kind whatsoever, either written or pictorial, relating to performance or capabilities of new weapons of any type or to modifications or improvements to existing weapons or equipment which result in improvement of military performance will be released to the public without specific reference to the Secretary of the Navy for clearance by the Office of the Secretary of Defense."

Centralized control over news, radio, photographic and other public information services was provided for in a directive issued 17 March.

The Director of the Office of Public Information for the National Military Establishment will serve as principal adviser to the Secretary of Defense and to the War Council on public information.

Personnel assigned to the new public information system will be furnished by the various agencies and will serve under control of the Secretary of Defense.

The plan had been under consideration since December 1948, the directive stated.

A civilian, William Frye, is director of the Office of Public Information of the National Military Establishment.

It is felt that the new arrangement will prove more economical and efficient and will add greatly to current efforts at unification.

School Instructor Billets Ashore Are Available to Qualified Enlisted Men

Opportunities exist for qualified chiefs and first class POs not already on shore duty to serve as instructors in schools ashore—especially for aviation ratings in naval air technical training schools.

Personnel with a GCT score of 55 or above, a clear record and a keen interest in teaching are particularly desired. Personnel now on sea duty and eligible for shore duty will be given preference. Because of the greater need for aviation school instructors, however, and since the shore duty eligibility list for aviation rating groups is short, the length of present tour of sea duty will not be a governing factor in selection of aviation POs for aviation school instructor duty. At present there is an ample supply of instructors for recruit training centers and other BuPers schools (rating groups I through VIII). Applications will be accepted, however, so that lists of available instructors can be maintained in order to meet the requirements as training loads vary.

To request instructor duty, a person needs only fill out an instructor duty request card (NavPers 1247) and forward it via his commanding officer to the Chief of Naval Personnel (Attn: Pers-637).

The Bureau details aviation school instructors directly to the activity where the school concerned is located. Transfer is to NATTC Memphis, for the Memphis schools; to NATTU Olathe, Kan., for the AC school; NATTU Philadelphia, for the AB school; NATTU Pensacola, for the AF or PH school; and NATTU Lakehurst for the AG or PR school.

Each man being transferred to aviation school instructor duty receives a packet of information before he leaves his duty station. This information includes all the latest on housing at his prospective location, a map of the area, an outline of what to expect in indoctrination and training before taking over a class, and a copy of the



local station newspaper so that he can get a slant on everyday events at his future home.

Upon reporting to his new duty station, the instructor-to-be is interviewed to determine his qualifications. After the interview, he usually is sent to the Instructor Training School, NATTC Memphis, for five weeks on TAD orders. At that school he receives an excellent course in the fundamentals of teaching. Many find that they already are familiar with most of these fundamentals, but instruction by experienced civilian educators gives them the desired polish. Later, many enlisted instructors are surprised by their own ability.

Upon completion of the five-weeks' training, instructors return to their permanent duty stations and are assigned to duty as instructors. Normally, actual assignment follows a "phase indoctrination period" which familiarizes the instructor with the particular phase of a subject which he will be teaching. Instructors are constantly learning the details of new phases, and shifts to other phases are made frequently. This permits them to learn while teaching, and further qualify themselves for their own rate.

After an instructor has proved himself and has obtained sufficient experience, he may become an instructor supervisor. This designation requires an additional 80 hours of instruction in techniques of supervision, which is given in the Instructor Training School, NATTC Memphis.

The Bureau desires applications from qualified Group IX ratings for aviation school instructor duty. The number of men remaining to be trained under the high school graduate training program requires more aviation school instructors than are now listed. Instructors who have completed a normal tour of shore duty will be rotated back to sea duty as soon as the heavy student loads subside, allowing the new instructors to serve a normal tour ashore. BuPers Circ. Ltr. 38-49 (NDB, 28 Feb 1949) gives additional information and instructions.

New NME Identification Badge Is Authorized

A new insigne called The National Military Establishment Identification Badge now exists, to be worn by persons on duty in certain armed forces agencies.

Personnel must serve honorably for six months or more before becoming eligible.

The insigne is circular in design, with an eagle in the center with its wings outstretched. The eagle clutches three arrows in its talons and wears a shield upon its breast. There are 13 gold stars around the edge of emblem above the eagle and a wreath of laurel and olive below it.

The emblem is two inches in diameter when worn by military personnel on uniforms. In that case, it is worn in the center of the left breast pocket. When worn by civilians or by military personnel wear-



ing civilian clothes, it is used as a lapel button or pin. The button or pin is nine-sixteenths of an inch in diameter.

To be authorized to wear the insigne, a person is required to have served on one of the following agencies for six months subsequent to 18 Sept 1947:

- Office of the Secretary of Defense.
- Joint Chiefs of Staff Organization.
- Munitions Board.
- Research and Development Board.

Other agencies may be added in the future. Wearers must be on full-time duty at one of the activities listed.

Upon retiring from office, Secretary of Defense James Forrestal presented the insignia and certificates of service to 27 persons, of whom 14 were military and 13 civilian. Five of the military personnel were Navy, two Marine Corps.

BuPers also now details enlisted NROTC instructors in the following rates to NROTC units: BMC, QMC, CMC, YNC, SKC, ET1 and FC1. At the present time there are sufficient BM, QM and CM ratings available for assignment as replacements for those who are scheduled for return to sea duty during the summer of 1949. However, YN, SK, ET and FC replacements are in short supply.

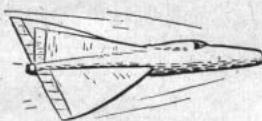
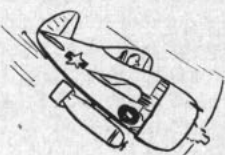
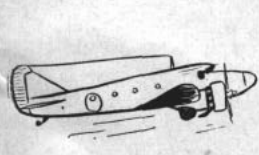
Regarding enlisted instructors in the Regular Navy general service rates, groups I through VIII, the Bureau has this parting shot to fire: since some of these rating groups find that shore duty doesn't roll around too often, precedence is established in accordance with the man's position on the shore duty eligibility list. Every effort is made to bring back the old sea dogs who spit tar ("every hair on me head's a marlinspike") to instructor duty.

New Navy General Orders Effective Upon Receipt

New Navy Department general orders, 1948 series, are being distributed by BuPers and are effective upon receipt. G. O. number 19 (old 245) is not included at present, but will be distributed separately in the near future.

Alnav 24-49 (NDB, 31 March 1949), which gives this information, directs persons receiving the new general orders to place them in the back of Navy Regulations. Tab sheets for Navy Regs indexes and for general orders are being distributed with the general orders. General orders of the 1935 series should be retained until 30 June 1949, the Alnav states. After that time they may be destroyed, but should not be returned to the Navy.

For complete information about the new Navy Regulations, see ALL HANDS, January 1949, p. 41.



Here's the Word on State Bonuses for Naval Personnel in World War II

Application deadlines and new developments on state bonuses for service in World War II are contained in this roundup of information.

Of the six states which voted favorably for veterans' bonuses in the November 1948 elections, only three have completed details of payment and set up administration of the fund. Information on bonuses from these three states—Iowa, Louisiana and South Dakota—is listed below.

Bonuses from two other states—Minnesota and Indiana—require further legislative action.

Minnesota and Indiana state legislatures must define the amounts of payment and other administrative arrangements before the system is established.

Washington's original initiative bonus measure received a majority of the election votes in November 1948, but was declared by the state Supreme

Navy Dental Team Repairs Aching Eskimo Molars

A Navy dentist and a dental technician administered emergency treatment to 34 grateful Eskimos while their ship, the auxiliary *Burton Island*, made stops at St. Lawrence and King Islands in the North Bering Sea.

The two-man dental staff composed of LCDR Samuel Goldhaber, DC, USN, and John Sesto, DT2, USN, traveled to the native villages to offer treatment to the isolated patients.

During the three-day period, the two taught dental first aid to two native teachers and three Eskimo "dentists"—and pulled 33 teeth.

Court to be unconstitutional. Since then, however, the state legislature has enacted a substitute measure which was signed by the governor on 18 March 1949. The new act will not become law before 9 June 1949 and it is not expected that applications will be accepted until late in the year. Prospective applicants are requested not to make inquiries until that time.

In addition, the North Dakota bonus which had been approved in a prior election, received the necessary final action by the state legislature. Detailed information appears below.

Special notice should be taken of the date listed in the summary by which applications must be filed. The deadline for Connecticut and Illinois bonuses is set at 30 June 1949, while Louisiana's is 1 Dec 1949.

Already expired are application deadlines for two states—Michigan's on 18 Mar 1949 and Rhode Island's on 30 June 1947.

The summary below is based on the best information available to the Bupers Veterans Affairs section, which prepared the basic data. States not mentioned in the summary are not paying bonuses at the present time. ALL HANDS will carry further details as they become available.

Connecticut

Amount—\$10 per month for active service between 7 Dec 1941 and 3 Dec 1945. Maximum is \$300. Eligible survivors receive \$300 if the veteran died in service or as the re-

sult of service. Otherwise, the amount veteran would have been entitled to is paid to survivors.

Service—90 days or more between 7 Dec 1941 and 3 Dec 1945. Discharge other than dishonorable or still in active service.

Residence—Minimum of one year in state immediately prior to service.

Deadline—30 June 1949.

Inquiries may be addressed to Office of the Treasurer, Veterans Bonus Division, State Armory, Hartford 6, Conn.

Illinois

Amount—For service between 16 Sept 1940 and 2 Sept 1945, both dates inclusive. \$10 per month for domestic service. \$15 per month for foreign service. \$50 minimum payment. If death results from service-connected causes between 16 Sept 1940 and 2 Sept 1945, both dates inclusive, eligible survivor is paid \$900. Otherwise, amount veteran would receive if alive is paid.

Service—Minimum of 60 days between 16 Sept 1940 and 2 Sept 1945, both dates inclusive. Veterans who entered active service less than 60 days prior to 2 Sept 1945, are given additional credit up to 1 Nov 1945 to qualify for the minimum payment of \$50 for 60 days' active service. Honorable discharge or in active service.

Residence—In state at time of entry.

Deadline—30 June 1949.

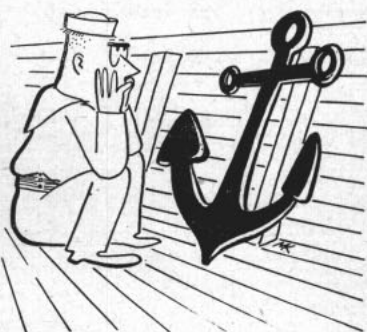
Address inquiries to: Cook County Resident: Service Recognition Board, 218 W. Monroe St., Chicago 6, Ill. Other state residents apply to Service Recognition Board, 301 W. Adams St., Springfield, Ill.

Iowa

Amount—\$10 per month for domestic service. \$12.50 per month for foreign service. \$50 maximum payment. \$500 to survivor if service-connected death occurred between 16 Sept 1940 and 31 Dec 1946. Otherwise, amount veteran would receive if alive is paid to survivors.

Service—Minimum of 120 days prior to 31 Dec 1946, with some portion of that time between 16 Sept 1940, and 2 Sept 1945. Honorable discharge or in honorable active service.

WAY BACK WHEN



Anchor Watch

As every seaman or former seaman knows, there is probably no more dismal a watch to stand than the anchor watch. As it is most often a night watch it is therefore usually a lonely watch.

The term originated when ships were outfitted with anchor cables made of rope and riding lights that burned oil. Special care had to be taken, aside from seeing that the anchor did not drag, to see that these cables did not part and that the lamps were not extinguished.

Fundamentally the standing of an anchor watch has changed little. Watching the anchor is still the primary purpose of the watch but in addition the anchor watch must guard the ship from undesired boarders and potential dangers.

Residence—Six months in state immediately preceding entry.

Address inquiries to Iowa State Bonus Board, Des Moines 19, Iowa.

Louisiana

Amount—\$250 for some active service outside the United States. \$150 for domestic service only of one year or more. \$100 for domestic service only, for more than six months and less than one year. \$75 for domestic service only, for more than 90 days and not more than six months. \$50 for domestic service only, for 90 days or less. \$1000 to survivors of veterans who died in service between 1 Jan 1941 and 1 March 1946, or prior to 1 Dec 1949, from service-incurred cause between the same dates.

Service—Any time between 1 Jan 1941 and 1 Mar 1946. Honorable discharge, honorable separation, or in active service.

Residence—Citizen of state at time of entry.

Deadline—1 Dec 1949.

Address inquiries to Bonus Division, Division of Veterans Affairs, Old State Capitol Building, Baton Rouge 10, La.

Massachusetts

Amount—\$100 for domestic service of less than six months. \$200 for domestic service of more than six months. \$300 for overseas service. \$300 to survivors of person who died in service before 31 Dec 1946. Otherwise, amount veteran would receive if alive.

Service—Service between 16 Sept 1940 and 31 Dec 1946, both dates inclusive. Discharge or release other than dishonorable, or in active service.

Residence—Six months immediately prior to entering service.

Address inquiries to State Treasurer State House, Boston, Mass.

New Hampshire

Amount—\$10 per month active service, \$100 maximum. \$100 to survivors of veteran who died in active service or subsequent to active service from service-connected causes. Otherwise, amount veteran would receive if alive.

Service—More than 90 days' service between 7 Dec 1941 and 31 Dec 1946, both dates inclusive. Discharge or release under conditions other than dishonorable.

Residence—*Bona fide* resident at time of entry.

Address inquiries to Adjutant General, Concord, N. H.

New York

Amount—\$50 for 60 days or less of domestic service. \$150 for more than 60 days of domestic service. \$250 for any foreign service. \$250 to next of kin if death occurred in service. Otherwise, amount veteran would receive if alive.

Service—Active duty between 7 Dec 1941 and 2 Sept 1945, both dates inclusive. Discharge under honorable conditions or still in service.

Residence—Six months immediately prior to service and residence at time of application. (Statements of intent to return may be acceptable.)

Address inquiries to Veterans' Bonus Bureau, Department of Taxation and Finance, 1875 N. Broadway, Albany 4, N. Y.

North Dakota

Amount—\$12.50 per month for domestic service. \$17.50 per month for foreign service. Survivor entitled to

amount veteran would receive if alive with \$600 minimum payment.

Service—More than 60 days between 1 Jan 1941 and 1 Jan 1946, both dates inclusive.

Residence—Minimum of six months prior to entry.

Deadline—17 Feb 1954.

Address inquiries to Commissioner, Department of Veterans' Affairs, Fargo, N. D.

Ohio

Amount—\$10 per month for domestic service. \$15 per month for foreign service. \$400 maximum. \$400 to next of kin regardless of length of service in case of death service-connected.

Service—Minimum of 90 days between 7 Dec 1941 and 2 Sept 1945, both dates inclusive, or less than 90 days if in service on 7 Dec 1941 and separated for service-connected injury. Discharge under honorable conditions or in active service.

Residence—One year immediately prior to entry into service.

Steward Ratings Can Reenlist in Marine Corps

Applications from steward ratings to be discharged from the Navy for the purpose of immediate enlistment in the regular Marine Corps will be accepted by BuPers up to 16 May.

Authorization for discharge of 75 stewards as contained in a BuPers-MarCorps letter of 28 Feb 1949 (NDB, 28 Feb 1949) is in addition to the 175 previously discharged and reenlisted in the regular Marine Corps under the provisions of a previous directive.

The discharges will be effected "for the convenience of the government for the purpose of immediate reenlistment in the regular Marine Corps 'For Steward Duty Only'."

Stewards accepted by the Marine Corps will be appointed to the same pay grades in which discharged and with the same date of rank, except that those discharged in pay grade 1(A) will be appointed to the first pay grade with rank from date of enlistment in the Marine Corps.

Applicants must be in the fifth pay grade or higher.

Periods of enlistment in the Marine Corps will be as follows:

- Those having less than two years to serve in the current enlistment, in-

cluding extensions, may enlist for two, three or four years.

- Those having more than two years to serve in the current enlistment may enlist for three or four years.

Applications for discharge for the purpose of immediate enlistment in the Marine Corps should be forwarded to the Chief of Naval Personnel (Attn: Pers 66). The following information should be included:

- Name, rate and serial number.
- Last quarterly marks.
- Number of mast offenses and number of times on the sick list within the last six months.

- Commanding officer's comment as to the individual's reliability, industry and suitability for steward's duty.

- Three choices of duty stations, in order of preference, from among this list: Quantico, Va.; New River, N. C.; Cherry Point, N. C.; Parris Island, S. C.; Oceanside, Calif.; El Toro, Calif.; Oahu, T. H.; and Guam, M. I.

BuPers orders will provide for transfers of those selected to the nearest naval activity designated to separate male personnel.

Deadline—30 June 1950.

Address inquiries to Director, World War II Compensation Fund, 293 E. Long St., Columbus 15, Ohio.

South Dakota

Amount—50 cents per day for domestic service. 75 cents per day for overseas service. \$500 maximum for domestic service only. \$650 maximum for combination of domestic and overseas service.

Service—Minimum of 90 days between 7 Dec 1941 and 2 Sept 1945, both dates inclusive. Discharge or release other than dishonorable or in active service.

Residence—Six months immediately prior to entering service.

Deadline—30 June 1950.

Address inquiries to State Veterans' Bonus Board, Pierre, S. D.

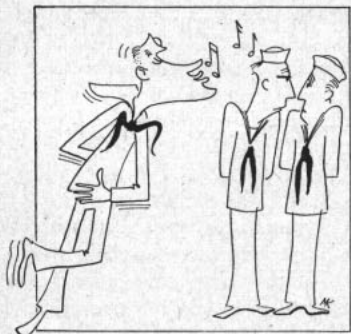
Vermont

Amount—\$10 per month (enlisted personnel only), \$120 maximum. \$130 payable to survivors of person dying in service. Otherwise, amount veteran would receive if alive.

Service—Service during World War II. Honorable separation.

Residence—Residence at time of entry.

WHAT'S IN A NAME



Cutting a 'Dido'

Cutting a "dido," once a commonly used nautical term, has now more or less retired from sea service to become a shore term. "Dido" is purely a colloquial word to indicate showing off.

Its nautical origin is believed to have stemmed from its use in the British Navy. It seems the British had a fast ship called *Dido* that its skipper used to use to sail circles around other ships in his squadron to show off *Dido's* fleetness and maneuverability.

In One Ceremony, Pickerel Christened, Commissioned

Christening and commissioning of a ship were combined in a unique ceremony when the submarine USS *Pickerel* (SS 524) hoisted the commission pennant at the U.S. Naval Base, Portsmouth, N. H. Ordinarily, of course, christening takes place long before commissioning.

The sub was begun at the U. S. Navy Yard, Boston, Mass., in 1943. It was launched in December 1944 and taken to Portsmouth in September 1945. Work was halted after the end of World War II, but was resumed later. The finishing touches are expected to be completed by July 1949.

An earlier submarine of the same name (SS 177) was the first U.S. submarine lost in the central Pacific area in World War II. It was reported lost in May 1943.

Address inquiries to Veterans' State Bonus Division State House, Montpelier, Vt.

Alaska

Amount—\$10 per month. No payment for service after 1 Nov 1945. Survivor entitled to amount veteran would receive if alive.

Service—Minimum of one year between 16 Sept 1940 and end of war or discharge for injury or disability service-incurred between 16 Sept 1940 and end of war. Honorable separation.

Residence—Minimum of one year immediately prior to entry into service, return to territory with intent to remain, or five years residence prior to entry.

Address inquiries to Commissioner of Veterans' Affairs, Juneau, Alaska.

(Note: Veteran may elect loan benefit in lieu of bonus.)

Hawaii

Amount—\$300 flat rate.

Service—Any time between 16 Sept 1940 and 2 Sept 1945. Honorable separation and receiving at least 10 per cent disability pension at time of application.

Residence—Six months prior to entry into service.

Address inquiries to Director, Territorial Council on Veterans Affairs, Building H. Palace Grounds, Honolulu 2, Hawaii.

New Program Will Procure 10,000 Civilian Specialists For Inactive Naval Reserve

Approximately 10,000 civilian specialists may be taken into the inactive Naval Reserve under a new procurement program designed to bolster the number of officers in certain fields available for service during an emergency.

Commissions will be awarded to qualified applicants for the Naval Reserve staff corps, for special service in the general line, and for limited general service in the Line.

Most of the appointments require a college degree, although some will be given to high school graduates with considerable experience in their specialty.

The rank to which applicants are appointed will depend upon age and experience, except that candidates with doctorate degrees will be assured of at least lieutenant (junior grade) or above if they are accepted.

Enlisted personnel of the Naval Reserve will be given preference in consideration for appointment, since their naval background and interest will supplement available indoctrination courses.

Special Designator Approved For Qualified Personnel

Another special "designator" has been added to the list of those approved for enlisted personnel. The latest is the designator (CA) for Regulars qualified as combat aircrewmembers.

Regular enlisted personnel qualified in submarines (SS), lighter-than-air (LA), aviation pilot (AP) and diver (DV) and inactive Reserve enlisted personnel qualified in submarine limited (SG) and submarine instruction (SP) were previously assigned designators.

Designators will be entered in each man's record and the abbreviation will be used on all records, orders and correspondence. The designator "submarine qualifications lapsed—6 mos." is cancelled. Men whose records show them "qualified in submarines" shall receive the designator (SS) unless they have been disqualified for sub duty.

The new designator was announced in BuPers Circ. Ltr. 51-49 which superseded BuPers Circ. Ltr. 5-49 (NDB 31 Mar 1949).

Code of Military Justice Proposes That EMs Serve as Court Members

Sweeping changes in naval court proceedings are proposed in a 100-page legislative proposal introduced into Congress for establishment of a uniform code of military justice for the Army, Navy, Air Force and Coast Guard.

Among the bill's provisions are features authorizing enlisted men to serve as court members trying enlisted men's cases, mandatory representation by competent legally trained counsel at the trial for both prosecution and defense, and establishment of a military "supreme court" composed of three civilians whose status would be comparable to that of a judge of a U. S. Court of Appeals.

The code is based on a study of a special committee serving under Chairman Edmund M. Morgan, a Harvard Law School professor. The group was appointed by the Secretary of Defense.

Coordination of armed services justice systems is the aim of the study. Accordingly, it provides for a standardized nomenclature of military justice terminology, makes all punishable offenses identical for all service branches, and sets up the same system of courts and identical procedures for each of the services.

The code would supersede the Articles of War and the Articles for the Government of the Navy and would apply uniformly to all services in both peace and war.

If the proposal is passed by Congress, the following courts would be established:

- General Court, to try capital and other serious offenses.
- Special Court, for less serious offenses.
- Summary Court, for minor offenses.

Commanding officers would retain their present function of administering most punishments for minor offenses and for which light punishments can be imposed.

Provisions to insure a fair trial received much attention from members of the Committee on a Uniform Code of Military Justice. Among them, as pertaining to general courts-martial, are:

- A pre-trial investigation is provided, at which the accused is entitled to be present with counsel to cross

examine available witnesses against him and to present evidence in his behalf.

- Mandatory provision for trained lawyers to represent both accused and prosecution.

- A prohibition against requesting any statement from the accused without warning. Also prohibited are compelling self-incrimination, and introducing improperly obtained statements as evidence.

- An accused enlisted man has the privilege of having enlisted men as members of the court trying his case.

- Voting of members of the court on challenges, findings and sentence is by secret ballot.

- Full instruction of court members by the law officer concerning elements of the offenses, presumption of innocence and the burden of proof.

- Automatic review of the trial record for errors of law and of fact by a Board of Review. The accused will have the right of being represented by legally competent counsel before this board.

- Review of the record for errors of law by the Judicial Council, which is composed of three civilian judges to be appointed at a salary of \$17,500 per year. This review is automatic if the sentence is death or dismissal, or upon petition showing probable error of law if the sentence involves more than one year's confinement with

the right to be represented by competent counsel.

- A prohibition against receiving pleas of guilty in capital cases.

Some of the above points apply also to special courts-martial.

In addition, in special courts-martial cases in which a bad conduct discharge is imposed, a full stenographic transcript must be taken and the case is reviewed in the same fashion as a general courts-martial.

In the case of summary courts-martial, the accused may refuse trial by this court in order to be tried by special courts-martial.

Among functions of the commanding officer found in the present Articles for the Government of the Navy and to be retained if the bill is passed, are:

- Charges in general, special and summary courts-martial are referred by the CO. He also convenes the courts. However, if the CO is the accuser, general and special courts-martial must be convened by superior competent authority.

- Members of the courts are appointed by the CO.

- COs retain full power to set aside findings of guilty and to modify and change the sentence, but they are not permitted to interfere with verdicts of not guilty nor to increase the severity of the sentence.

- Powers of COs at mast punishment are retained.

Marines Plan to Train 1,800 College Students

Approximately 1,800 selected college students will receive summer training in platoon leaders classes under Marine Corps instructors at Quantico, Va., this summer.

One thousand college freshmen and sophomores, most of them non-veterans, were enrolled for the first-year program from 180 colleges and universities. Their training begins 4 July.

In addition, another 800 students will return for their second and final six weeks of summer training beginning 19 June.

The platoon leader classes were first established in 1935 and were resumed again in 1947. After two training sessions, they become eligible for Marine Corps Reserve or Regular commissions.

The platoon leaders classes differ from the Reserve Officer Training Program in that they take no military subjects during their academic years in college. All military instruction is received during two summer periods of six weeks each at Quantico.

During the first course, emphasis on basic subjects and indoctrination constitutes the major part of the course. The senior course stresses tactics which qualify the graduates as infantry troop leaders.

Commissions as second lieutenants in the Marine Corps Reserve are awarded upon satisfactory completion of the two courses. When vacancies exist, each year a small percentage of graduates are tendered appointments in the Regular Marine Corps.

Unfavorable Conduct on Public Conveyances Brings Discredit on Navy

Increasing reports of unfavorable conduct of certain enlisted personnel on trains, buses and other public conveyances has caused the Bureau of Naval Personnel to issue orders that "immediate and vigorous action be taken to correct the present unsatisfactory conditions."

Complaints and unfavorable comments are being received in BuPers with increasing frequency. BuPers Circ. Ltr. 34-49 (NDB, 28 Feb 1949) points out.

These incidents involve "annoying other passengers, creating disturbances, defacing and damaging equipment, intoxication, profanity and other conduct which brings discredit on the naval service."

The reports cover all types of travel status—men on leave, small drafts traveling from recruiting sub-stations to main stations, and drafts being transferred from one station to another.

"Regardless of the number of men involved," the letter states, "or the status in which they are traveling, such incidents give the public a generally unfavorable impression of the Navy."

Shore patrolmen cannot be assigned to permanent duty on public carriers to handle these affairs, but other measures were set forth. Men traveling on public conveyances, on leave or orders and singly or in drafts, will be warned to conduct themselves so that there can be no complaint on behavior.

The directive points out that they "shall be definitely and forcefully informed that conduct which brings discredit upon the Navy or involves violations of Navy regulations will be dealt with in the same manner as if the offense had been committed on board a naval ship or station."

Personnel also will be told that public carrier representatives—such as conductors of trains, bus drivers and masters of steamers—have authority to take necessary legal steps to restrain disorderly persons. If necessary, the offenders may be taken from the train, bus or steamer by civil authorities—with prompt and appropriate disciplinary action to be taken on their return to naval jurisdiction.

Persons in charge of a draft, whether officer or enlisted, will wear

a shore patrol brassard during the entire time of transit. They will be held responsible for the conduct of the men in their charge and will be required to submit a report after the draft arrives at its destination.

This responsibility may be given to several persons, if necessary, depending on the size of the draft, as follows:

- Drafts of more than 100 enlisted men will be accompanied to their destination by a commissioned officer in charge with necessary additional petty officers, including hospitalmen, to maintain order en route. Warrant officers or CPOs will be officers-in-charge only in special circumstances when commissioned officers cannot be made available.

- Groups of 50 to 100 men will be under the charge of a warrant officer if available, otherwise a CPO, assisted by petty officers and a hospitalman.

- A CPO will be in charge of drafts of 25 to 50 men and may be a member of the draft.

- Drafts of 10 to 25 men will be in charge of a petty officer second class or higher, a member of the draft.

- Less than 10 men in a draft will be under the charge of a petty officer or other enlisted man—a member of the draft—specially designated as being in charge by the CO of the transferring activity.

The directive is supplemented by an enclosure which shows an example of how orders should be made for personnel in charge of drafts. The example orders state: "You are specifically charged with responsibility for the military bearing, conduct and proper movement of all personnel in your charge," and, "Your authority extends to all naval and marine personnel who may be traveling independently (not a member of any draft) on board the public carrier on which you are traveling. In this same connection shore patrolmen and military police as well as officers and petty officers of the Army, Navy, Marine Corps, Air Force and Coast Guard have authority to take corrective measures, including arrest, over any member of the Armed Forces who may be committing a breach of the peace, disorder or otherwise bringing discredit upon the services."

The orders used as an example also suggest wording to the effect that:

Crew of Steinaker Vacations at Alpine Resort

"A Shangri-La high in the Italian Alps" is what the crew of USS *Steinaker* (DD 863) discovered during recent recreation excursions to Cortina, Italy, international ski resort, while their ship was in the port of Trieste.

At the luxurious Hotel Miramonti, U.S. Army recreation center at Cortina, these Navy men found bountiful hospitality awaiting them.

Here amidst the splendor of Alpine scenery these sailors took advantage of expert instruction and a full outfit of ski gear available only for the asking.

Next to cruising down intriguing fir-lined ski trails, ice skating on a mirrored pond with one of the local belles became most popular.

Every evening, after the movies, dancing held forth in the beautiful dining room to the strains of a smooth orchestra.

No mess lines here. A touch on a

bell brought breakfast in bed in a room with a view. Dinner was served from 1800 to 1930, often by candlelight with the service a king would expect.

A snack bar and two lounges in the Miramonti found many partakers.

For spectacular scenery and thrills the sailors took hiking through snowy wooded paths or riding in the cable cars at dizzy heights between the jagged mountain peaks.

Booklined shelves in the Miramonti or sleigh and carriage rides through picturesque Cortina contented those sailors wanting quiet relaxation.

By arrangement with Army special service, the commanding officer of *Steinaker*, Commander William J. Dimitrijevic, USN, was able to send enough parties so that all the men who desired took this four-day recipe for recreation.

Hard to take? Not for these Navy men.

"Should the person in charge of the public carrier solicit your assistance in controlling or quelling a disturbance or disordered involving personnel of the armed forces other than those in the naval establishment, you will render such assistance and take such corrective action as is necessary."

The orders list naval and marine installations located in cities through which the draft is being routed.

The report which is to be made out on delivering the draft to its destination command will set forth any unusual incidents or discreditable conduct which may have occurred during the period of movement, with full details on the armed forces and civilian personnel involved. If the movement is completed without incident, a statement to that effect will be required.

First Peacetime OTS for Women Inaugurated by Marine Corps

The Marine Corps will inaugurate on 20 June its first peacetime women officers training school at Marine Corps Schools, Quantico, Va.

College undergraduates and graduates—with or without previous military training—and qualified women now in the MarCor or having previous MarCor service are being enrolled for the new school. The new training program is intended to provide the Corps with a steady flow of regular and reserve officer replacements.

Col Katherine A. Towle USMC, Director of Women Marines, is now touring selected colleges to introduce the new program.

The school will be held during the summer vacation months and will be divided into junior and senior courses—the junior course intended for college graduates and undergraduates without previous military service, and the senior course for junior course graduates and qualified enlisted women of the MarCor and MarCor Reserve. There will be approximately 50 students in each course.

Graduates of the senior course will be awarded either regular or reserve commissions in the MarCor. Women candidates will receive the pay and allowance of a corporal while attending the junior course, and those of a sergeant while attending the senior course. Full particulars and application blanks may be obtained by writing the Commandant of the Marine Corps, Washington 25, D. C.

Credit Allowed for Courses Studied in Service

How World War II veterans and active duty personnel may obtain academic credit for courses completed while in military service, or a high school diploma through General Educational Development Tests has been outlined by the Veterans Affairs Section of BuPers.

Emphasis is placed on the fact the final decision as to granting academic credit is the concern of the civilian educational institution involved. Neither the Armed Forces branches nor the Veterans Administration is authorized to grant such credit, or to make recommendations in the matter.

Accreditation Service — Veterans who desire to apply for credit on the basis of in-service education, training, or experience should proceed as follows:

- Obtain a certified or photostatic copy of Notice of Separation from the U. S. Naval Service (NAVPERS 553). In the case of naval commissioned or warrant officers the Officers Qualification Record Jacket (NAVPERS 305), a certified copy of this jacket, or a statement from BuPers covering the data desired should be submitted to the school, college or employer. For the Marine Corps obtain USMC Report of Separation, NAVMC 78-PD (or request a transcript of in-service training from the Special Services Branch, Headquarters USMC, Washington 25, D. C.).

- Assemble these discharge papers, official certificates of service schools and off-duty courses and examinations completed and other evidence of educational experience. Enclose these documents along with a letter to the school of your choice. Address letter to high school principal or college registrar, giving him full background about yourself and making your requests for information, accreditation or advice as specific as possible.

- If the school wishes you to take the tests of General Educational Development or one or more of the subject examinations, make arrangements to do so with your nearest veteran's testing center.

- Former members of the U. S. naval service should inform school officials and employees that they may contact the "Enlisted Services and Records Division" of the Bureau of

Naval Personnel, Wash., D. C., for supplementary accreditation of the following kinds:

(a) Description of service training not included in the American Council on Education handbook, "A Guide to the Evaluation of Educational Experiences in the Armed Forces."

(b) Detailed training data such as subjects and grades received in service schools which do not appear on separation papers.

(c) Clarification of naval terminology or abbreviations appearing on accreditation forms.

Testing Service—Discharged service personnel may obtain information on availability of subject examination or test of general educational development through veterans testing centers. Location of testing centers may be determined by contacting:

- High school principals.
- State Departments of Education.
- Local Veterans Administration office.

Subject examinations measure achievement in various high school and college subject-matter fields. They are designed to measure achievement regardless of the source from which the knowledge was obtained.

General educational development tests are designed to measure the extent to which all the educational experiences of a serviceman (including his informal or self-educational experiences) have contributed to his ability to carry on a program of general education.

All these opportunities are available to men on active duty.

Armed Forces' Reserves Get Course on Atomic Defense

The Navy, Army and Air Force are conducting two-week courses in atomic warfare defense. The courses are offered to Reserve officers of the three services.

To be eligible, Naval Reserve officers must have completed two years of college education with one year of mathematics or chemistry. In addition, successful completion of the Navy's correspondence course in Nuclear Physics—NavPers 10775—is required. Reservists should submit requests to their district commandant.

Personnel Urged to Allot Adequate Funds for Support of Their Dependents

Requests for financial assistance on behalf of dependents of naval personnel are being received by BuPers as well as charitable and welfare agencies in increasingly large numbers, according to a new directive.

It was pointed out that frequently upon investigation it is found that the dependent's only income is a meager allotment, usually the minimum amount that must be allotted to receive family allowance or MAQ. Obviously in this day of high living costs neither of these allowances is sufficient to meet all the financial needs of dependents, states Bupers Circ. Ltr. 31-49 (NDB, 28 Feb 1949).

"The Navy," states the directive, "expects every member of the naval service to make adequate provision for his dependents and the filing of an application for family allowance benefits or the registering of the minimum allotment necessary to support MAQ does not discharge this responsibility. In addition, the normal emergencies that constantly beset all of us, such as that occasioned by illness or other

circumstances of an unusual nature, cannot be met from the minimum provisions set out above."

"Therefore," the directive continues, "all personnel should be reminded of their financial responsibilities to their dependents and be given an opportunity to either register a new voluntary allotment or to increase a dependency allotment already in effect."

Where the question of adequate support is in dispute the following will serve as a general guide: Wife only—one-third of gross pay; wife and one child—one-half of gross pay; wife and two children—three-fifths of gross pay; one minor child—one-sixth of gross pay.

Gross pay includes base pay and longevity, plus any allowances for sea and foreign service or quarters and subsistence. Not included in gross pay is the amount contributed by the government toward family allowance or MAQ, since this amount is considered a direct contribution to the man's dependents. For example, a pay grade one CPO earning 10 per cent longevity,

but not receiving either S&FSD or subs and quarters should contribute the following amounts for support of dependents:

- With wife only—\$60.50 plus government allowance.
- With wife and one child—\$90.75 plus government allowance.
- With wife and two children—\$108.90 plus government allowance.
- With one minor child — \$30.25 plus government allowance.

In cases where either S&FSD or subs and quarters are being received a proportionate amount of this should also be contributed.

Commanding officers of receiving stations sending men to forward areas and COs of ships ordered to duty in foreign waters are being especially urged by BuPers to bring to the attention of all personnel under their jurisdiction the necessity of making adequate financial provision for the support of dependents prior to leaving the continental limits of the U.S. The uncertainty of mailing conditions, the difficulty of rapid communication and the possibility of further assignment upon arrival at duty stations make such advance action imperative.

Also, BuPers stated, all hands should be advised to check with their disbursing officers prior to sailing, to verify the allotments to dependents.

Organized MarCorps Reserve Holds Mass Maneuvers in June

The first of 111 ground units of the Organized Marine Corps Reserve will commence two weeks training duty early in June 1949.

About 28,000 officers and men assigned to these units, located in 105 cities of the United States and Hawaii will participate. Eastern units will train at Camp Lejeune, N. C., Little Creek, Va., and Quantico, Va. Western units will assemble at Camp Pendleton, Oceanside, Calif. The Hawaiian unit will train in Hawaii.

Primary objective of the training is to qualify each member of the Organized MCR for a billet in a Fleet Marine Force unit, with a minimum of additional training. Battalion command post exercises are planned and amphibious indoctrination for certain units will culminate in battalion landings from Navy transports.

Five New Distinguishing Marks Are Approved

Changes in Uniform Regulations abolished the distinguishing marks for aircraft machine gunner, first class; gun director pointer, first class and gun pointer, first class, while several new marks were added. They are:

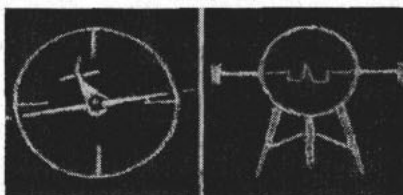
- New distinguishing marks have been approved for advanced undersea weapons man, anti-aircraft machine gunner, explosive disposal ordnancemen, fire control radar operator, fire fighter assistant and sonar operator.

- Aircraft gunners will wear the distinguishing mark formerly prescribed for aircraft machine gunners, second class.

- Mount captains will wear the distinguishing mark formerly prescribed for gun captains.

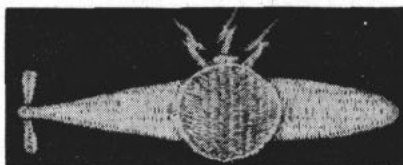
- Gun director pointer, gun director trainer, gun pointer and gun trainer will wear the distinguishing mark formerly authorized for gun director pointer second class.

- Carbine and pistol sharpshooter will wear the same distinguishing mark as that authorized for rifle sharpshooter.

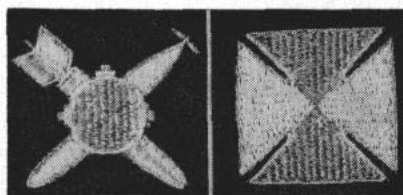


Anti-aircraft machine gunner

Fire control radar operator



Advanced underseas weapons man



Explosive disposal ordnanceman

Fire fighter assistant

Recruiting Regulations Modified Regarding Enlisted Women and Number of Dependents Allowed

Regulations for the recruiting of enlisted women in the Regular Navy were modified in regard to dependents by a change in wording of procurement directives.

The modification stated that a woman is not eligible for the naval service if:

- She is the mother of a child under 18, regardless of legal custody of the child.

- She is the parent or adoptive parent or has personal custody of a child under 18.

- She is the stepparent of a child under 18 and the child lives within the household of the woman for a period of more than 30 days per year.

Women recruits may have no dependents, and the same applies for women enlisting under broken service in pay grades five, six or seven.

Women enlisting under broken service conditions in pay grade one to four, inclusive, may have three dependents, and women enlisting under continuous service conditions have no restrictions as to number of dependents.

All Service Police on Oahu Under One Command

Police units of the three major services on the island of Oahu, Hawaii, have been unified into the Hawaiian Armed Forces Police Detachment.

The new force is under the command of an Army lieutenant colonel with a Navy lieutenant commander as executive officer and an Air Force captain as detachment commander.

The detachment includes three other officers and 105 enlisted men furnished on a pro rata basis by each service. The men billet together and share the same offices, dispensary, detention cells and vehicles. The unit has joint police powers over all service personnel on Oahu. It works in close cooperation with civilian police.

SecDefense says the experiment has proved a success and that "economies as well as simplified procedures have been effected."

Procedures Now Required for Officer Promotions

Officers slated to be examined for promotion will be required to follow procedures outlined in a new BuPers directive.

The new procedures, announced in BuPers Circ. Ltr. 40-49 (NDB, 15 Mar 1949), are applicable to Regular Navy officers, temporary commissioned officers and Reserve officers on active duty in Regular Navy billets who are serving in the grade of ensign or above.

Preliminary to promotion, all officers are required to establish their physical fitness for promotion before a formal board of medical examiners. Ensigns who are about to complete three years service in grade and officers on a promotion list for a grade above lieutenant (junior grade) will be notified, usually by Alnav or circular letter, shortly before they become due for promotion to undertake their promotional examinations. Upon receipt of this notice each officer will follow the applicable procedure listed below:

- *All permanently commissioned Regular Navy Officers*—When directed by CO, report to a board of medical examiners for physical examination preliminary to promotion; obtain endorsement on orders by the President of the Board, indicating whether or not physically qualified.

If a fitness report has not been submitted within 60 days of the date of reporting for physical examination, submit via reporting senior to BuPers a special fitness report for the period ending with the date of physical exam. This report will bear a notation that it is submitted at the time of physical examination for promotion.

Unless the officer is definitely disqualified physically he will, when directed by his commanding officer upon receipt of questions and instructions, report to a supervisory examining board for a written professional examination.

- *Officers who reverted from grade above present grade on 1 Dec. 1947 or 1 Jan 1948 (subject to professional examination on record only)*—Will be given physical examination and submit fitness report in the manner described above. In addition, officers in this category will inform the Chief of Naval Personnel (Attn: Pers-321) that they have reported for physical

exam preliminary to promotion and state whether they have any objection to being examined professionally on their record only by the appropriate statutory examining board in the Navy Department.

- *Reserve officers and temporarily commissioned officers*—Will be given physical exams and submit fitness reports only.

For the present examinations for officers will be mailed from the Navy Department to commanding officers for those officers under their command slated for promotion. However, it is planned to distribute as soon as practicable ample stocks of examinations for the various line and staff categories of all grades to selected commands in convenient geographical locations, from which commanding officers may draw the sets required for candidates under their command.

Commanding officers have been requested to safeguard the contents of sealed envelopes containing examinations and instructions against compromises and deliver them, unopened, to the president of the supervisory board before which the candidate will appear.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (b) USS Wyoming (ex-BB 33). Contributed to the internment of the German High Seas Fleet at Scapa Flow, World War I. From March 1942 to August 1945, she fired over 1,700,000 rounds of various anti-aircraft ammunition without being involved in combat. She was a training ship and spent most of her time in Chesapeake Bay. She was disposed of December 1947 by sale through Navy Vessel Disposal Office, Surplus Property Office.
2. (a) 5-inch 38.
3. (c) Aerographer's mate. Primary duties involve working with the weather.
4. (a) Adjusting typewriters. Part of the practical factors for this rating.
5. (a) Aviation structural mechanic.
6. (a) Working with aircraft hydraulics.
7. (a) Skyrocket. Utilizes both rocket and jet propulsion.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 17—Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 18—Gives procedure in conducting professional examination of regular male Marine officers incident to promotion to grades contained therein.

No. 19—Modifies Circ. Ltr. 193-48 (NDB, 31 Oct 1948) as to schedule of selection boards.

No. 20—Modifies medical department's manual 115 as to preliminary physical examinations for applicants for appointment to U. S. Military Academy.

No. 21—Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 22—Announces that Dan A. Kimball took oath of office as assistant Secretary of Navy for Air and that John Nicholas Brown's resignation was accepted.

Sailors and Marines Parade On Greek Independence Day

Five hundred U.S. sailors and marines from the Navy's Sixth Task Fleet marched at the head of a column of Greek armed forces personnel in celebration of the 128th anniversary of Greek independence.

It was the first time in the history of Greece's Independence Day ceremonies that service personnel of another nation had taken part.

Marching to the tune of their own band, the sailors and marines passed the tomb of Greece's Unknown Soldier, receiving a warm ovation from Athens onlookers and a salute from King Paul.

No. 23—Gives effective date for placing revised Personnel Accounting Instructions (NavPers 15642) into effect.

No. 24—Announces that general orders 1948 series, less No. 19 is being distributed under cognizance of BuPers, effective upon receipt.

No. 25—Announces presidential approval of Marine officers recommended for promotion to grades contained therein.

No. 26—Announces presidential approval of medical corps, nurse corps, medical service corps officers recommended for promotion to grades contained therein.

No. 27—Supersedes Alnavs concerning medical transfer program and sets new procedure for applying for appointment in medical, dental, medical service, and nurse corps.

No. 28—Announces presidential approval of a list of officers of the chaplain corps promoted to grades contained therein.

No. 29—Gives procedure for conducting physical examinations for promotion of all permanent and temporary officers of MarCor and MarCor-Res on active duty with regular establishment.

No. 30—Warns ships and all other naval activities concerning flywheels on Pacific Marine Handbills.

No. 31—Warns ships and all other naval activities concerning damaged phenolic polarity pin in shipboard grounded receptacle.

Navacts

No. 1—Requests applications from qualified officers desiring instruction in guided missiles course at Fort Bliss, Texas. (See p. 42.)

BuPers Circular Letters

No. 31—Presents information concerning financial assistance to naval personnel and their dependents.

No. 32—Gives BuPers policy in regards to leave for enlisted personnel who are citizens of the Republic of the Philippines and American citizens of the Philippines of Philippine extraction.

No. 33—Gives Alnavs and NavActs in effect as of 1 Jan 1949.

No. 34—Gives BuPers policy in regard to conduct on public carriers of naval personnel.

No. 35—Gives a list of officers promoted to grades contained therein.

No. 36—Outlines policy on rotation of women officer personnel.

No. 37—Outlines general procedure to follow in ordering Reserve personnel to training duty.

No. 38—Announces continued need for qualified enlisted personnel as school instructors.

No. 39—Implements the new regulation concerning officers' fitness reports of seniors and concurrent reporting seniors.

No. 40—Outlines procedure and instruction for the examination of officers for promotion pursuant to officer personnel act of 1947.

No. 41—Presents procedure to follow when discharge and reenlistment is effected on same ship or station.

No. 42—Gives more information concerning equalization of sea and shore rotation program for enlisted personnel.

No. 43—Gives information on All Navy Baseball championship, 1949.

No. 44—Presents another in a list of personnel eligible for the Combat Distinguishing Device.

No. 45—Announces presidential approval of a list of Reserve and Regular officers promoted to grades contained therein.

No. 46—Gives procedure for making request for authority to sign officers' fitness reports.

No. 47—Lists ships awarded Presidential Units Citations. (See p. 56.)

No. 48—Announces the awarding of Navy Unit Commendation to several ships and units. (See p. 56.)

No. 49—Requests information concerning average monthly on board count of personnel generating profits in ship service stores, and eligible to participate in the distribution of local recreation funds.

No. 50—Announces time and place where All Navy golf tournament will be held for 1949.

No. 51—Gives additional instruction concerning assignment and recording of enlisted designators.

No. 52—Announces time and place when All-Navy tennis tournament will be held for 1949.

No. 53—Gives procedure for reporting change in date of expiration of obligated service.

No. 54—Lists officers whose designator numbers were changed.

No. 55—Gives the use of geographical location of ship in reporting and detaching endorsements on officers' orders.

Top Naval Reserve Divisions Will Receive the Annual Forrestal and Nimitz Awards

Top Naval Reserve surface and submarine divisions from each naval district will be chosen by 10 July 1949 to enter in nation-wide competition for the year's award of the James Forrestal and Fleet Admiral C. W. Nimitz trophies.

Winners are chosen on the basis of a possible total of 100 points.

Of the three phases of inspection, training is considered the most important, with a total of a possible 40 points. This inspection is based on drill participation, correspondence courses taken, quality of classroom instruction, utilization of personnel, the unit's organization and planning of the training program.

Marks in the personnel inspection, in which a total of 30 are possible, are based on fulfillment of quota requirements, attendance, neatness, military bearing and for correctness of uniform.

Another possible 30 points may be awarded for administrative efficiency as marked on a basis of completeness of service records, maintenance of required files, clothing, small stores and medical supplies, development of welfare programs and opportunities for advancement.

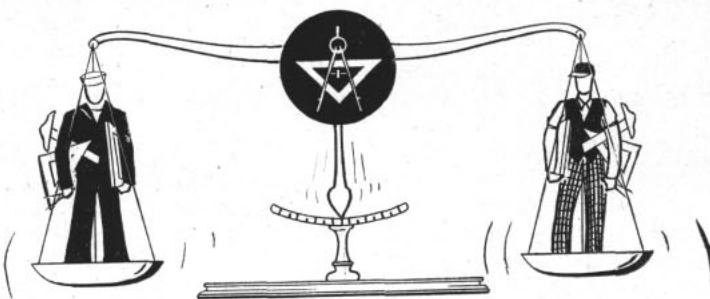
Language Courses Open To Qualified Officers

Instruction is available for qualified officers of the rank of lieutenant (junior grade) or above, including women officers, of the Regular Navy in linguistic courses at the Naval Intelligence School, Naval Receiving Station, Anacostia, D. C.

Objective of each course is to provide the student with a practical mastery of the written and spoken language equivalent to that of a fully literate native, according to BuPers Circ. Ltr. 30-49, (NDB, 28 Feb 1949). Graduates are qualified as interpreter translator in the language studied.

A high degree of concentration and diligence is required for the five-days-a-week schedule. Four hours of classroom instruction daily, two hours daily of supervised classroom study and six hours daily devoted to preparation and study outside the classroom is required. Daily use of the language in extra-curricular activities, including

New Handbook Analyzes 62 Navy Occupations



A complete analysis of every vocation in one of the world's largest technical organizations—the Navy—is contained in a new 144-page manual entitled "United States Navy Occupational Handbook."

Used as a classification manual for personnel officers, as an aid to enlisted men in understanding their jobs and preparing for advancement, and as a guide for educators and counselors conducting civilian occupation courses, the manual serves a triple purpose.

Starting off with boatswain's mate and ending with steward, rating descriptions are arranged by groups according to the rating structure. Each vocational brief contains such information as a definition of the rating, its duties and responsibilities, a list of some of the tasks performed, the skill and knowledge obtained, assignment to duty of personnel, qualifications and preparation, the training given, paths of advancement, related naval occupations and related civilian jobs. The brief also explains that the occupation in time of national emergency would be divided into several emergency service occupations.

In addition to describing the 62 vocations for which the Navy furnishes training, the handbook also contains four additional monographs concerning the advancement of recruits to petty officers, women in the Navy, commissioned officers, and the Naval Reserve.

The publication was prepared by Reserve officers on temporary active duty. In civilian life they are educators or guidance and personnel officials. The handbook was developed under the supervision of the school and college relations officer, recruiting branch, in conjunction with the billet and qualifications research division of the Bureau of Naval Personnel.

Although all copies of the first press run will be used to fulfill a limited distribution among educational service officers, chaplains, classification officers, public information personnel, recruit training centers, the recruiting service, various civilian libraries, and schools and colleges, reprints of the handbook will be available for Navy standard distribution early in the summer. At present, it is not available for individual distribution.

newspapers, sound movies and informal gatherings is considered an essential part of the instruction.

Courses include a brief summary of the political, economic and geographic factors of the "native" area, all studied in the language of the country. Approximate length of courses are: Chinese—20 months; Russian—9 months; Arabic—9 months; Turkish—9 months; Greek—8 months; German—8 months; Swedish—6 months; Portuguese—6 months; Italian—6 months; French—5 months; Spanish—5 months.

Applicants should be less than 30

years of age, have completed a minimum of two and one-half years of college or equivalent and have a general high-honors scholastic record. Exceptions will be made only in case of exceptional linguistic ability or accomplishment.

Applications must be accompanied by a Language Qualification Form (PRNC-NIS-REV 11-64), available upon request from BuPers and submitted via official channels to the Chief of Naval Personnel (Attn: Pers-422).

Classes in all languages commence the first Monday of each quarter, i.e., 4 April, 5 July and 3 Oct 1949.

DECORATIONS & CITATIONS

6 Units and 72 Ships Receive Awards for Operations During World War II

Six units and 72 ships have been awarded the Presidential Unit Citation or the Navy Unit Commendation for operations during World War II.

Information concerning eligibility dates is contained in BuPers Circ. Ltrs. 47-49 and 48-49 (NDB, 31 Mar 1949).

The PUC was awarded *uss LCI(G) 70* for part in war operations at Cape Torokina, Bougainville, Is., *uss LSM (R) 193* for part in occupation of Okinawa, Underwater Demolition Team 11 and Underwater Demolition Team 12 for Okinawa operations.

The NUC was awarded four units and 70 ships as follows:

- LCIs: *uss LCI(L) 2*, *uss LCI 10*, *uss LCI(R) 31*, *uss LCI(R) 34*, *uss LCI(R) 64*, *uss LCI(R) 73*, *uss LCI(R) 338*, *uss LCI(R) 464*, *uss LCI(R) 659*.

- LCSs: *uss LCS(L) (3) 32*, *uss LCS(L) (3) 86*.

- LCTs: *uss LCT (5) 35*, *uss LCT (5) 152*, *uss LCT (5) 166*, *uss LCT (5) 212*, *uss LCT (5) 219*, *uss LCT (5) 224*, *uss LCT (5) 260*, *uss LCT (5) 268*, *uss LCT (5) 305*, *uss LCT (5) 391*, *uss LCT (5) 397*, *uss LCT (6) 637*.

- LSMs: *uss LSM (R) 188*, *uss LSM(R) 189*, *uss LSM(R) 190*, *uss LSM(R) 194*, *uss LSM 277*.

- LSTs: *uss LST 66*, *uss LST 197*, *uss LST 348*, *uss LST 359*, *uss LST*

360, *uss LST 451*, *uss LST 452*, *uss LST 458*, *uss LST 467*, *uss LST 468*, *uss LST 470*, *uss LST 605*.

- Attack Transports: *uss President Adams (APA 19)*, *uss Alpine (APA 92)*, *uss Barnett (APA 5)*, *uss Callaway (APA 35)*, *uss Calvert (APA 32)*, *uss Crescent City (APA 21)*, *uss Harris (APA 2)*, *uss President Hayes (APA 20)*, *uss Heywood (APA 6)*, *uss President Jackson (APA 18)*, *uss Monrovia (APA 31)*, *uss Leonard Wood (APA 12)*, *uss Zeilin (APA 3)*.

- Cargo Ships: *uss Alcyone (AKA 7)*, *uss Libra (AKA 12)*, *uss Titania (AKA 13)*.

- Amphib Force Flagships: *uss Biscayne (AGC 18)*, *uss Mount McKinley (AGC 7)*, *uss Rocky Mount (AGC 3)*.

- High Speed Transports: *uss Brooks (APD 10)*, *uss Crosby (APD 17)*, *uss Gilmer (APD 11)*, *uss Loy (APD 56)*, *uss McKean (APD 5)*, *uss Sands (APD 13)*, *uss Ward (APD 16)*, *uss Kilty (APD 15)*, *uss Manley (APD 1)*, *uss Stringham (APD 6)*.

- *uss SC 703*.
- 22nd Marines, Reinforced, Tac-Grp 1, 5th Amphibious Corps.

- Underwater Demolition Team Four.

- Underwater Demolition Team Seven.

- Underwater Demolition Team 14.

Personnel on active duty should not request authority to wear the PUC and NUC from the Bureau of Naval Personnel but should direct requests to present commanding officers. COs upon receipt of a request will review the applicant's record to determine his eligibility and will grant such request if the record clearly substantiates the claim. Such authorization will be indicated on the current page 9 of the enlisted man's service record and in the case of officers by letter to the officer with a copy to the Bureau of Naval Personnel for inclusion in the officer's jacket. Copies of authorization by commanding officers to enlisted personnel are not desired by BuPers.

BuPers will issue at a later date,

individual authorization and ribbons to eligible personnel. Individual application should not be made to BuPers except in doubtful cases.



Gold star in lieu of third award:

★ RUHE, William J., LCDR, USN, Emmaus, Pa.: Service aboard *uss Crevalle* during three attacks against Japanese convoys which resulted in sinking of four enemy vessels from 21 June to 9 Aug 1944.

Gold star in lieu of second award:

★ GREFE, Theodore F., LCDR, USNR, Des Moines, Iowa: Executive officer and navigator of *uss Cabrilla* in action against Japanese during sixth war patrol, Luzon, P.I. from 13 September to 25 Oct 1944.
★ OLSEN, Robert I., CDR, USN, Portsmouth, N. H.: Commanding officer of *uss Angler* during first war patrol in enemy waters.

First award:

★ ABLE, Luke, W., LT, MC, USNR, Houston, Texas: Medical officer aboard *uss Aulick* in action against Japanese in Leyte Gulf, P.I., 29 Nov 1944.

★ BROWN, Dota C., LT, USNR, Hudson, Ind.: Naval gunfire liaison officer serving with the First Battalion, First Marines, First Marine Division, in action against Japanese at Peleliu, 15 Sept 1944.

★ CALHOUN, Edward A., ARM3, USN, McKeesport, Pa.: Action against Japanese on island of Celebes, N.E.I. 4-5 June 1945, after his patrol bomber plane had been forced down.

★ FARLEY, Joseph P., CDR, USNR, Bronx, N. Y.: Commanding officer of *uss Sederstrom* in action against Japanese in vicinity of Okinawa from 1 April to 21 June 1945.

★ FRIEDMAN, David L., QM3, USNR, Chicago, Ill.: Aboard motor torpedo boat during the rescue of a Navy fighter pilot in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ GARDNER, Harry E., ENS, USNR, Waco, Texas: Member of underwater demolition team in action against Japanese during Iwo Jima assault, 17 Feb 1945.

★ GRIFFIN, John J. Jr., USNR, Jamaica,



Boot, Parris Island, S. C.

"You say you were lying on the lower sack when someone yelled ATTENTION?"

L. I., N. Y.: Gunnery officer of USS *Emons* off Okinawa, 6 Apr 1945.

★ HARRIS, Wilson D., CSC, USN, Jacksonville, Fla.: Crewman of USS *Hyman* in action against Japanese during assault on Okinawa, 6 Apr 1945.

★ HICKS, Marshall H., Jr., ENS, USNR, Columbia, S.C.: Resisting Japanese after his patrol bomber was forced down on island of Celebes, N.I.E. for two days, 4-5 June 1945, before succumbing to wounds.

★ HUDSON, Louis P., FC2, USNR, South Orange, N. J.: Service aboard USS *Emons* off Okinawa, 6 Apr 1945.

★ JACKSON, Percival W., CDR, USN, Poughkeepsie, N. Y.: Pilot of torpedo bomber plane and commanding officer of Composite Squadron 27, 25 Oct 1944.

★ KASEL, John A., Jr., LT, USN, Pueblo, Colo.: Chief engineer of USS *Colhoun* in action against Japanese off Okinawa on 6 Apr 1945.

★ KIRKPATRICK, Charles Cochran, CDR, USN, Boulder, Colo.: Commanding officer of USS *Shea* in action against Japanese in vicinity of Okinawa 4 May 1945.

★ KIRVAN, William H., CAPT, USN, Portland, Me.: Commanding officer USS *Rodman* in action against Japanese off Okinawa 6 Apr 1945.

★ KISER, Everett, K., PHM1, USNR, Charlotte, N. C.: As medical corpsman attached to First Battalion, 29th Marines, Sixth Marine Division, Fleet Marine Force, during action against Japanese on Okinawa, 17 May 1945.

★ LAND, Jay W., LCDR, USN, Coronado, Calif.: Gunnery officer aboard USS *Brown* in action against Japanese in vicinity of Okinawa from 10 April to 18 May 1945.

★ MASSEY, Cecil F., BM1, USN, San Diego, Calif.: Coxswain of a whaleboat attached to USS *Canopus* in action against Japanese during assault on Quinaun Point, Bataan, 8 Feb 1942.

war area from November 1944 to July 1945.

★ CARTER, Grayson B., CAPT, USN, La Jolla, Calif.: Commander LST Flotilla Five during operations against enemy Japanese forces on Rendova, Treasury, Bougainville, Green and Emirau Island from June 1943 to May 1944.

★ CRONIN, Joseph C., COMO, USN, Coronado, Calif.: Commanding officer of the USS *Tulagi* during operations against enemy Japanese forces at Iwo Jima and Okinawa from 25 March to 8 May 1945.

★ GRAHAM, Roy W. M., CAPT, USN, Knoxville, Tenn.: Communication officer on the staff of Commander Hawaiian Sea Frontier and as district communication officer, 14th Naval District during operations against enemy Japanese forces from outbreak of hostilities on 8 Feb 1944.

★ McLEAN, John B., CAPT, USN, Alantond-London Bridge, Va.: For action against Japanese in Southwest Pacific area, prior to and during the assault operations on Mindoro, Philippine Islands, 15 Dec 1944.

First award:

★ AURAND, Evan P., CDR, USN, Aiea Heights, T. H.: Assistant to the officer-in-charge, Project Affirm, in support of operations against the enemy from July 1942 to November 1943.

★ BARBOUR, Herbert L., CAPT, (MC), USN, Long Beach, Calif.: Medical officer in charge of the hospital unit of Cub Three from 6 Mar 1943 to 16 Feb 1944 and as medical officer in command of Naval Base Hospital Number 11 at Munda, New Georgia, from 17 February to 29 May 1944.

★ BEAUREGARD, Augustin T., RADM, USN (Ret.), Coronado, Calif.: Naval Attache and Naval Attache for Air, and subsequently as Chief of the U. S. Naval Mission and Commandant of the Naval Operating Base, Rio de Janeiro, Brazil from June 1941 to May 1943.

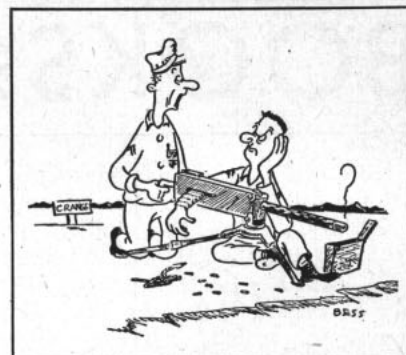
★ BENSON, Lloyd G., LCDR, USNR, Cincinnati, Ohio: Commanding officer USS *Kilty* in action against Japanese forces in the Southwest Pacific and Philippine waters from 8 Apr 1944 to 25 Feb 1945.

★ BRAUN, Boynton, L., CAPT, USN, (Ret.) Washington, D. C.: Commanding officer USS *Bennington* during operations against enemy Japanese forces in Western Pacific from 1 July to 15 Aug 1945.

★ CULLINAN, Ralph, Jr., CDR, USN, (Ret.), New York, N. Y.: Commanding officer USS *Lawrence C. Taylor* in action against Japanese in Pacific war area on 17 Nov 1944.

★ DEXR, Martin R., CAPT, USN, (Ret.), Coronado, Calif.: Port Director, 14th Naval District, and as convoy and routing officer, Hawaiian Sea Frontier, Territory of Hawaii, from 7 Dec 1941 to 2 Sept 1945.

★ DOBBS, William A., CDR, USNR, Ackerman, Miss.: Commanding officer USS *Fessenden* during operations against Ger-



San Diego CheVron

'Now, whatja say?'

man forces in the Atlantic war area 30 Sept 1944.

★ FAILING, Rollin A., CAPT, USN, (Ret.), North Miami, Fla.: Convoy and routing officer on the staff of Commander Philippine Sea Frontier during operations against Japanese forces in the Philippine and Western Pacific areas from 7 Dec 1944 to 15 Oct 1945.

★ FARLEY, Edward T., CDR., USNR, Wethersfield, Conn.: Commanding officer USS *Schley* in action against Japanese in Southwest Pacific and Philippine waters from 8 Apr 1944 to 25 Feb 1945.

★ HOLLAND, Ashley, L., CDR, USN, (Ret.), Bremerton, Wash.: Commanding officer USS *Ortolan* during operations against the Japanese in vicinity of Guadalcanal from July 1942 to September 1943.

★ JENSEN, Harold L., CAPT, (MC) USN, Pearl Harbor, T. H.: Senior medical officer USS *Solace* during operations against Japanese forces in the Pacific from August 1940 to 23 Dec 1941.

★ JOHNSON, Raymond W., CDR, USN, Queens, L. I., N. Y.: Commanding officer USS *Herring* in action against enemy off coast of North Africa from 20 Oct 1942 to 14 July 1943.

★ LANIGAN, Edward J., CAPT, USNR, Seattle, Wash.: Commandant of the Naval Operating Base, Rio de Janeiro, Brazil, from September 1944 to September 1945.

★ MIDDLETON, Keitch C., CDR, USNR, Seattle, Wash.: Port Director of the Naval Base, Manila, during operations against Japanese forces from 17 May to 10 Oct 1945.

★ MURPHY, George, CDR, USNR, Detroit, Mich.: Flag secretary and administrative aide to the commander Marshall-Gilberts area from 9 May 1944 to 5 Jan 1946.

★ NIEKUM, Philip, Jr., CAPT, USN, Arlington, Va.: Commander of an amphibious tractor group and later of a demonstration tractor flotilla during action against the Japanese at Iwo Jima, Okinawa, Iheya Shima and Aguni Shima from February to June 1945.

★ YOUNG, Louis T., CAPT, USN, (Ret.), Springfield, Ore.: Commanding officer USS *Prometheus* during operations against the Japanese in the vicinity of the Solomon Islands from August 1942 to May 1943.



LEGION OF MERIT

Gold Star in lieu of third award:

★ COWDREY, Roy T., RADM, (then CAPT), USN, Oregon, Wisc.: Force maintenance officer on the staff of ComServPac from 15 June to 15 Sept 1944.

★ ZIROLI, Humbert W., RADM, USN, (Ret.), New York, N. Y.: U. S. Naval representative and Deputy Chief of the Naval Subcommittee of the Allied Commission and the naval section of the Military Affairs Committee, Allied Force Headquarters, Rome, Italy, from August 1945 to July, 1947.

Gold Star in lieu of second award:

★ CARSON, Harry R., Jr., CAPT, USN, Kaufman, Tex.: Commander, LST Group 65, during operations against enemy Japanese forces in the Southwest Pacific

BOOKS:

THE LIST FOR MAY FEATURES HISTORY

HERE are some outstanding books you will find among the new ones constantly arriving from BuPers at your ship or station library. Whether your taste calls for fact or fable, the long or the short, it looks like good reading this month.

• *Their Finest Hour*, by Winston S. Churchill; Houghton Mifflin Company.

Here is a sequel to *The Gathering Storm*, reviewed in ALL HANDS last August. It is the second of five proposed books by Mr. Churchill concerning World War II.

This 750-page book fulfills every expectation aroused by *The Gathering Storm*, and those expectations were big. Here the great Englishman is writing of the days when his country was undergoing the crisis of defeat. (The first 100 pages show the battle of France and the retreat to Dunkirk.) But he goes on to the glory of England's supreme resistance and the triumph of her returning strength.

Parallel to England's problems, the book shows Winston Churchill's own staggering task. It starts with the problems he faced upon assuming the office of Prime Minister in 1940 and carries the reader through the tumultuous events leading up to and through

the victorious African campaign. Amidst all these crises, Mr. Churchill managed the British internal economy, guided the Commonwealth and Empire into becoming an effective fighting machine and carried on complex negotiations with the U.S. Readers will here learn why many call Churchill the greatest statesman of our time.

There are more than a score of maps and charts, and the author's stunning statement of the book's theme: "How the British people held the fort alone till those who hitherto had been half blind were half ready." A 100-page appendix at the back is filled with fascinating correspondence.

* * *

• *U.S. Stories*, selected by Martha Foley and Abraham Rothberg; Hendricks House-Farrar Straus.

A short story concerning each state in the Union and one about Washington, D.C.—49 stories in all—make up this book. In many cases the authors are persons constantly identified with the states concerned—Erskine Caldwell for Georgia, for instance; Jesse Stuart for Kentucky, John Steinbeck for California and William Faulkner for Mississippi. Other stories are written by authors still not widely known, but they're all good stories—maybe the best.

The stories vary widely in tone and subject matter. The one about North Dakota concerns a young farmer and his wife in the early days of the state. The one about D.C. shows a professor holding down an important government job during the post-war reconversion. The story laid in Connecticut takes us inside the mind of a henpecked husband of any day who likes to imagine he's a colorful and powerful character.

Throughout, the editors sought the story which most vividly represents one facet of life in each state. They did a good job.

* * *

• *Prairie Avenue*, by Arthur Meeker; Alfred A. Knopf.

Chicago is the setting of this new novel—Chicago from 1885 to 1904. Young Ned Ramsay is the leading character, but some readers will consider *Prairie Avenue* itself the hero of the story.

Still, it is through the eyes of Ned that we view *Prairie Avenue* and the people who lived on it and the city that clattered about it. Ned had no roots in his early boyhood; his shifting life had been patterned by the good times and bad times of his father's fortunes. And during one of the bad times he went to live with Aunt Lidia and Uncle Hiram. That was when *Prairie Avenue* claimed him for its own. Wise for his years, he saw much behind the scenes of the lusty young city.

It's a full-blooded and fascinating story about glamorous and wholly credible people.

* * *

• *The Coral Sea*, by Alan Villiers; Whittlesey House.

Here is a fine non-fiction book by the author of *The Set of the Sails*, which was reviewed in the February 1949 issue of ALL HANDS.

There are many passages which read like an epic tale of personal adventure on the high seas, but the book goes deeper than that. It is, in fact, the story of a vast sea area east of Australia—the Coral Sea. It's the story of that sea's reefs, islands and the Melanesian natives who live upon them; of the marine life, some of which helped create those reefs; of explorers, and exploration which lasted 100 years. It's the story of the Spaniards, the Portuguese, the Dutchmen, the Frenchmen, the Englishmen—adventurers all—who uncovered the area and prepared the way for the others who came afterward. And it's also the story of those who did come afterward—the traders, sandalwooders, "blackbirders," missionaries and colonizers. . . .

Readers of adventure-spiced fact will eat it up.

* * *

• *The Great Pierpont Morgan*, by Frederick Lewis Allen; Harper and Brothers.

Did you know that Pierpont Morgan once owned a steam yacht as large as a destroyer?—Once made a baby a life member of the Metropolitan Museum?—Was once invited to teach mathematics in a German university?

These are only a few of the fascinating facts this book gives about the great Morgan.

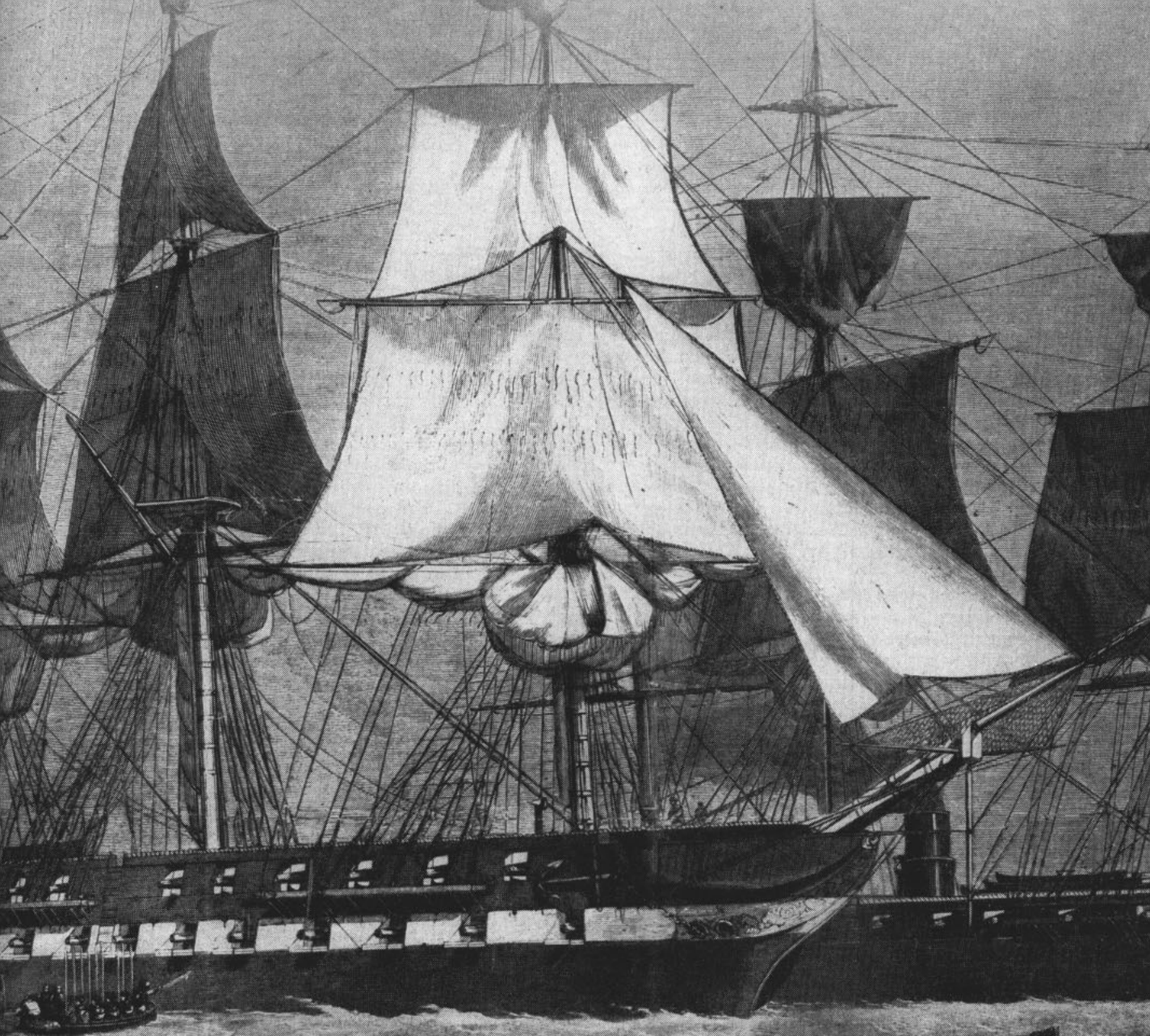
In a series of brilliantly written scenes, the colorful personal life of Morgan is revealed here. Lovers of biography will find it a fascinating book.



ENGLAND'S supreme resistance is portrayed by the indomitable Mr. Winston Churchill in *Their Finest Hour*.

ALL HANDS BOOK SUPPLEMENT

MAN O'WAR DIARY



"STAMP AND GO—walk away with her!" From the book "On a Man-of-War," written by LCDR Francis O. Davenport, USN, published in 1878, comes this description of sailing ship routine.



MAN O'WAR DIARY



Editor's note—The life and times of a vastly different Navy—of sailing ships and of men more fittingly named "sailors" than today's seamen—is brought into close focus in this account of ordinary routine on board the frigate USS Sabine in the year 1866.

Here are the orders, customs, occupations and incidents of ordinary sailing-ship life which are no longer a part of the Navy, a world in which the best seaman of today would find himself completely out of place.

After previous service during the Civil War on board several Northern ships, Lieutenant Commander Francis Davenport, USN, reported to the Naval Academy as an instructor and then to duty on board Sabine as described.

I HAVE often been asked to give some idea of the general routine on board an American man-of-war, and I know of no better way than to jot down my actual experience in the fitting out of a ship from a navy yard.

I received my orders from the Secretary of the Navy on the 9th of June, 1866, detaching me from the Naval Academy staff to report to the USS *Sabine*, second rate, at Boston, Mass.

Arriving at the Navy Yard, I presented myself at the commandant's office with the objectionable uniform cap invented by one of the admirals and only worn when one was afraid not to wear it. I entered the admiral's sanctum to introduce myself and to get his indorsement on my orders.

The paymaster pays according to your "orders," and until I reported, I was on "leave" pay, whereas as soon as I reported I became entitled to "other duty" pay, which is twenty per cent higher. As soon as the ship is put in commission the officers are entitled to "sea pay," which is still higher.

A certain allowance of seamen, ordinary seamen, landsmen and boys is detailed from the receiving ship as a crew for the vessel fitting out, and every officer who is interested visits the receiving ship to find out if there is some particular one that he wants, and works wires as best he can to get his choice included in the list finally detailed to the ship.

When the ship is quite ready the crew is sent on board, and all hands being assembled on the quarter deck the flag is hoisted at the peak and the pennant to the main truck, and the ship formally turned over to its commander by the commandant of the yard, and the ship is in "commission."

The executive officer at once organizes the crew, dividing the men into two watches—starboard and port watch, so many men as forecastle men, foretopmen, maintopmen, mizzen-topmen and afterguards.

The forecastle men do duty from the foremast forward, the foretopmen aloft and on port side from foremast to mainmast, the maintopmen aloft and on starboard side from foremast to mainmast, mizzen-topmen—aloft and on port side from mainmast aft, and afterguards on starboard side aft.

A foretopman would look with pitying contempt on a young officer who directed him to "squilgee down"

in the starboard gangway, and would call one of the maintopmen to look out for his own part of the ship. One of our admirals was ordered out to take command of the Mediterranean squadron, and, upon coming on board the flagship, was met at the gangway by an old classmate (the one he was to relieve) with the salutation, "Hallo, old fellow, how are you?" and observing that the Admiral had carefully combed his back hair forward up and over to cover the bald top of his head, added, "Well, that's the first time I ever saw afterguard doing foretop duty."

2

The executive officer selects from the crew the petty officers allowed by the allowance book. I had 50 to choose. One master at arms, who is chief of police and in charge of berth deck; two ship's corporals, aids to master at arms; four coxswains; two captains of the forecandle; two captains of the foretop; two captains of the maintop, mizzen and afterguard; two boatswains' mates, one gunner's mate, four quarter gunners, etc. When the list is made out the captain approves and directs the paymaster to take them up on his books according to the pay of their respective offices. A seaman gets \$18 a month and his ration, while the petty officers get \$20, \$24 and even \$30, and in steamers the machinists get, I think, \$76.50 a month.

The crew is then stationed for every evolution, and each man can find his station by his hammock number, displayed in some suitable place framed for their inspection. As each man has to be stationed for "getting under weigh," "bringing ship to an anchor," "tacking ship," "wearing ship," "loosing and furling," "reefing topsails," "in and out boats," "up and down topgallant and royal yards," etc., it is no small piece of work to watch and station a crew of 500 men. Then the crew has to be "quartered," or stationed at the guns. Our ship had 22 guns on the gun deck—10 nine-inch forming the first division, in charge of the third lieutenant, and 12 long thirty-two's, forming the second division, in charge of the fourth lieutenant; eight thirty-two's on the quarter deck, four thirty-two's forward, with a hundred-pounder rifle Parrot on the forecandle and another aft.

The navigator had charge of the powder division, passing the different cylinders or cartridges for guns of the various calibers.

The captain is stationed where he chooses, generally on the bridge, and the executive by his side, or where he can see the best and make himself heard.

I then assigned the different crews to the eight boats. This is a very nice operation, as you want the best men who generally pull the best oar, and if you take too many from one part of the ship you are soon notified that Brown, the "captain of the forecandle," is at the mast and wishes to speak to the first lieutenant. (The mainmast is the tribunal of justice on board a man-of-war, and a man at the mast must be attended to.)

"If you please, sir, we didn't have but two men, starboard watch, this morning to wash decks."

"Two! Why not?"

"Why, there's four giggersmen, and they was to sleep in till six bells (the captain was out till one o'clock), and there was one in the dingey (market boat), and Smith he's cook of the mess, Flattery is on the list (sick list), and Tom Scott didn't come off last night in the ten o'clock boat. I wish sir, you'd give us a man for sweeper, sir. That Jones, sir, ain't fit for captain of the head, sir."

If I promised him a man from the maintop you can depend upon it I heard from the "captain of the maintop" right away.

The flag is hoisted at eight A.M. in summer and at nine A.M. in winter at the peak of the spanker, and should always be taut or close up to the peak. The pennant should never be hauled down, as it is the designating mark of a ship in commission, and when the long day pennant is changed at sunset for the short night pennant the latter is sent up in a ball and the stop broken as the other comes down.

I have heard of an irascible old captain "holler" at a quartermaster for neglecting this ceremony, saying, "Damn your eyes, do you want to put the ship out of commission, sir?"

The Union Jack, white stars on a blue field, is hoisted on a flag-staff stepped on the bowsprit cap, and is displayed at the same time with the "colors," and like them hauled down at sunset. During a funeral ceremony the colors are half-masted or lowered about one-third the way down, and I heard the captain one day, coming on board and observing the halliards slacked down about two inches go for the officer of the deck with the sarcastic question, "Anybody dead, sir?"

Whereupon the officer of the deck turned hastily to the quartermaster with: "Get a pull of those peak halliards there."

3

The next morning after the ceremony of putting the ship in commission, the captain gave me orders to get the ship under weigh, under sail at two P.M. and go down the harbor to an anchorage. Of course I was nervous. I was only 22 years old, and felt that there were some things about a ship that I did not know; besides, when I stood upon the bridge, I felt so small and the ship looked so infernal long, that I determined at once that the only way to run the ship at all was to claim the privilege of doing all the talking myself. Even on shore, you know, there is a general tendency for every one to suggest how to do it.

I had watched, quartered, and stationed the ship's crew for everything, but still wondered if I had not forgotten something. Perhaps when I gave the order to "frow de ank," de ank might have no rope to it. The experience of a classmate of mine did not reassure me, for under precisely similar circumstances when he gave the order, "Aloft, sail-loosers," he said every mother's son of 'em went aloft, and he found he had forgotten to station any men at the clew jiggers and buntlines on deck, so he had to call them down and start anew.

Well! all the navy yard people, including some rather pretty girls, came down to see *Sabine* get under weigh; so I marched into the cabin, and swallowing a lump in my throat I said boldly:

"I will get under weigh, sir, if you please."

The captain smiled a little and said, "Certainly, Mr. Davenport, whenever you are ready."

So, having no other excuse for delay, I said to the officer of the deck:

"Well, sir, I will relieve you; we will get under weigh."

As we were fast to the wharf, there was no anchor to raise, so I sent a messenger boy to the boatswain, "All hands loose sail."

Soon I heard his pipe followed by a second from his mate and third from another mate, and then altogether rising higher and higher and falling, this twice repeated and then the hoarse cry, "Loose sail," "loose sail," "loose sail."

I could hear the master at arms on the berth deck: "Look alive there now, tumble up there, on deck there everybody; loose sail"—until I thought I had lost all the sail I wanted to. The men all quickly went, each to the place assigned him, the officers all took their stations, one on the forecastle, one in each gangway and one aft, all curiously looking up to see how the executive would work ship. I felt a little relieved to see that they all seemed to be about where I had seen them in other ships, when I was a junior, and I hoped that I had made no mistakes. With the feeling that I should not be surprised if the mainmast with all its heavy rigging should suddenly tumble overboard, I put up my trumpet and gave my first order on that eventful cruise:

"Aloft, sail-loosers. Man the boom tricing lines."

And then, with a caution to the men to keep in the slings of the yard until ordered out:

"Trice up—lay out and loose. Man the topsail sheets and halliards—let fall. Sheet home, down booms, lay down from aloft. Hoist away the topsails."

The shrill whistle of the boatswain's mates and the prompt obedience to my orders soon restored my confidence, and as we let go our lines and hoisted jib, the old frigate payed off from the wharf and stood beautifully down the harbor, the band playing and friends waving and cheering on the wharf. I was so delighted that at a nod from the captain I gave the order:

"Stand by to man the port rigging and give three cheers. Lay up—cheer—lay down."

So you see that even when we cheer on board ship, we have to do it by rule.

We sailed down the harbor with a fair wind, under topsails, jib and spanker until near where we intended to anchor. Then the word was passed with the same ceremony, and whistling, "Bring ship to anchor," the men went to their stations. The two men who were to let go the 7,000-pound anchor looked to see if the trip stoppers were all ready; the compressors were hove back to allow the chain to run freely from the chain lockers; the topsail crews were stoppered and the sheets unhooked, and the order given: "Man the topsail, clew jiggers and buntlines. Jib downhaul, hands by the sheets and halliards, haul taut, shorten sail."

Up went the clew jiggers, down came the heavy yards on the caps, quick hands squaring the yards as they came down, down went the helm, and as soon as she lost headway came the order:

"Stand clear of the starboard chain—let go the starboard anchor."

The ship was riding quietly head to wind, and I was able to "pipe down" and turn the deck over to the regular officer of the watch, to clear up the gear and go to supper.

At daylight the next morning all hands were called,

MAN O'WAR DIARY (CONT.)

hammocks piped up, lashed neatly and stowed in the hammock nettings which run round the rail of the ship, protected from the weather by painted canvass hammock cloths, hauled over when the hammocks are all in, and stopped down securely. The market boat was sent ashore with the various stewards of the different messes, and the order passed to "wash decks." At 7:15 A.M. the decks were thoroughly cleaned and the ship scrubbed inside and out. The mess cloths were then spread, and at seven bells (7:30 A.M.) "piped to breakfast." I then relieved the officer of the deck to dress, so that when the officer of the forenoon watch came on at 8:30, having finished breakfast, the other would be able to sit down to his own and not delay the ward room boys, making them late to "quarters."

At this time the executive officer receives the report of the gunner, carpenter, boatswain and sailmaker, all warrant officers drawing pay at from \$1,200 to \$1,800 per annum. The gunner reports "the battery secure," and suggests work for the day in his department. The carpenter asks which of the numerous things he shall do first (he has two mates and never catches up with his work during the cruise); there's a hole stove in the second cutter, the garboard streak of the launch wants calking, one of the gigsmen broke an oar and he must cut over one to fit, etc. The sailmaker reports a chafe in the maintopsail and asks if he can have it unbent and sent down, and reluctantly admits that it might be repaired aloft. The boatswain reports that he has been over the ship from the end of the flying jibboom to the tip of the spanker, that all is in order, only a few ratlines wanted in the topmast rigging, a little chafe in the eyes of the rigging, foremast head, and, if you give him time, he'll make a list that would take three months to complete.

Five minutes before eight A.M., eight bells is reported to the commander, who may direct that the topgallant and royal yards be crossed, or sails loosed, or some similar evolution be executed with the hoisting of the colors at eight A.M. If yards are to be crossed "all hands are called," the yards sent up, and at the third roll of the drum the yards swing across, the colors rise to the peak, the pennant changes from short to long pennant, the Jack is hoisted forward at bowsprit cap, the bell strikes eight times, the band plays, the boats to be used during the day are lowered from the davits, and all at once you can imagine a Babel of sounds, but in a well disciplined ship there is no confusion and comparatively little noise beyond the shrill whistles of the boatswain and mates, which, by their modulations, indicate "lower away," "hoist," "belay," and "veer," so that orders by voice are not actually necessary.

Sometimes in addition to all the above, sails are loosed, and it tasks an officer to the utmost to see that all goes on well and at once.

At 9:30 the drum beats to quarters, whereupon every man repairs to his station at the gun or particular place assigned him. The officer of the division inspects his division with their arms and accoutrements to see if they are clean and tidy and that the "bright work" is properly burnished for inspection, reporting the condition to the executive officer, who, in turn, reports to the commander. If that officer expresses his desire to inspect the ship, he walks past the various divisions.

When Admiral Porter and others inspected this same ship they crawled into the magazines and visited all the store-rooms, and asked me suddenly:

"What hatch is this, sir?"

"The block room, sir."

"Please open it."

When the hatch was taken off, and the combings appeared clean and whitewashed, they winked at each other, and had another obscure one lifted to see if there was any neglect.

4

After "quarters" there is generally an exercise at great guns, boats, yards and sails, manual of arms, broadswords, howitzer drill, or something of the kind, after which the 10 o'clock boat is called away, and those who have permission go ashore, the boat shoving off at the stroke of the bell by order of the officer of the deck, so that those who are not on hand lose their passage and cannot get another boat until one P.M.

During the forenoon the work of the ship occupies every man on board, the executive officer is busy in consultation with his staff of workmen as before described, the various orders being executed according to rule and system.

For example, the gunner at 7:30 gets permission of the executive officer to scrape and relacquer Number two guns, first division. When ready, about 10:30 A.M. he goes to the officer of the deck and states his authority, the latter sends a messenger boy to the officer of the first division, who comes up and requests that the officer of the deck will have Number two gun's crew called to quarters, upon this the gun and crew are turned over to the gunner to do as he desires. When he has finished what he wished to do, he secures the gun and reports the fact to the officer of the deck.

At seven bells (11:30 A.M.) all work ceases, sweepers are piped and "a clean sweep down fore and aft" ordered; the mess cloths are spread, the ship's cook brings a sample of the bean soup or the boiled fresh or salt beef to the mast for inspection, and if approved he is ordered to "serve it out."

At one P.M. the "hands are turned to," and the one o'clock boat sent ashore; work goes on as before until 3:30 P.M., when the decks are swept, and supper piped at four P.M. While the crew are at meals a red "meal pennant" is displayed at the mizzen truck or at the crossjack yard arm to warn outsiders that the men are not to be disturbed.

At "sunset" the evening boat returns, the colors are hauled down, with beat of drum and pipe, and the crew are called to evening quarters, which is simply a muster to see if everybody is accounted for.

About six bells hammocks are piped: "All hands stand by your hammocks." The men stand in line abreast of the netting where their hammocks are stowed, and at the order "lay up" and "uncover" the men detailed as hammock stowers swing themselves up and throw back the cloths; "pipe down" is followed by the cries of the eight stowers calling the numbers, "16," "8," "44," etc., and "13," "17," "93," etc., odd numbers being in starboard watch, even numbers port watch, and stowed accordingly.

5

"All hands up anchor, ahoy," was the morning salutation to those who had not been included in the usual call of "all hands" at daylight the next day, and speculation was rife as to our destination.

There was a hurrying to and fro as the men repaired to their stations for getting under weigh, and the captains of the tops went aloft to see that their running gear was clear and ready for quick work. The gunner and his gang got up and passed the heavy messenger which, passing round the capstan and forward through the manger, passed the hawse-holes near the chain, and performing an endless circuit, drew in the chain with it, being attached thereto with nippers and devil's claws. The carpenter shipped and swiftered in the capstan bars, on spar and gun-deck one above the other, and the order was given:

"Man the bars. Heave round."

As the chain comes slowly in to the inspiring music of the fife, the men keeping step to the music, it is cleaned and payed below into the chain lockers where it is tiered by the tierers. When the chain is short, the order is given: "Make sail."

About seven P.M. (six bells in the second dogwatch) it began to freshen up, so that the captain directed the officer of the deck to take in the royals and flying jib. The ship was standing along to the southward, about two points free, the wind being abeam, going about eleven knots, this being her best point of sailing. The port watch of hammocks was piped down, the starboard watch having the eight hours out, and everything was made snug and clear for running.

As it was now quite dark, the masthead lookout was called down, and the regular lookouts stationed. There is a lookout at the starboard cat-head, one at the port cat-head, starboard and port gangways and starboard and port quarters. It is their duty to keep a bright lookout and to report anything that they see, promptly, to the officer of the deck. At every stroke of the bell, that is, every half hour, they call their station in the above order to show that they are wide awake. Some of the responses are very funny, especially during the first part of a cruise, before the men have quite learned what is required of them.

The wind increased during the first watch, so that the captain decided to reduce sail. Accordingly the officer of the deck notified me, just before midnight, that "it was reef topsails."

I came on deck and relieved the officer of the deck in time to call the midwatch, and as "reef topsails" means "all hands," the unfortunate starboard watch was obliged to stay on deck with the port watch.

"On deck everybody, reef topsails," was the order, and in a few minutes the men were at their stations. It was then blowing quite fresh—too fresh, indeed, for a landsman to go aloft. I however took in the topgallant sails and gave the orders:

"Man the topsail clewlines and buntlines."

"Hands by the topsail halliards."

"Haul taut."

"Round in the weather topsail braces."

"Settle away the topsail halliards."

"Clew down."

"Pull up the buntlines."

"Stand by to lay aloft and take one reef in the topsails."

"Aloft, topmen."

"Man the boom tricing lines."

"Trice up."

"Lay out and take one reef."

The men were up and out on the yard as quickly as the orders were given, and picking up the sail lighted

it to windward to enable the captain of the top, at the weather earring, to haul it well out and up on the yard. Then—

"Light out, to leeward and tie away."

"All ready with the main, sir."

The mizzen always reports first, being a smaller sail and having no booms to trice. They generally report whether ready or not, trusting to their custom of getting through first to carry them out.

"Stand by the booms."

"Lay in."

"Down booms."

"Lay down from aloft."

"Man the tops'l halliards."

"Tend the braces."

"Ease away the gear."

"Hoist away the topsails."

"Stamp and go—walk away with her!"

are the usual terms of encouragement, and the topsail yards are hoisted and braced in a little more than before, the topgallant sails are set, and the watch goes below to be called again at four A.M.

The next morning the wind moderated and sail was made again, the officer of the morning watch having shaken the reefs out of the topsails, washed decks and freshened things up generally for Sunday. At 9:30 A.M. quarters and inspection, and then the bell tolled for church. Divine service is generally held Sunday morning on board a man-of-war, the men being seated, in pleasant weather, on capstan bars round about the spar deck capstan, which forms a very convenient pulpit for the chaplain.

A visitor on board a man-of-war, before the stoppage of the grog ration, on witnessing the haste displayed by the men in getting to church service, said:

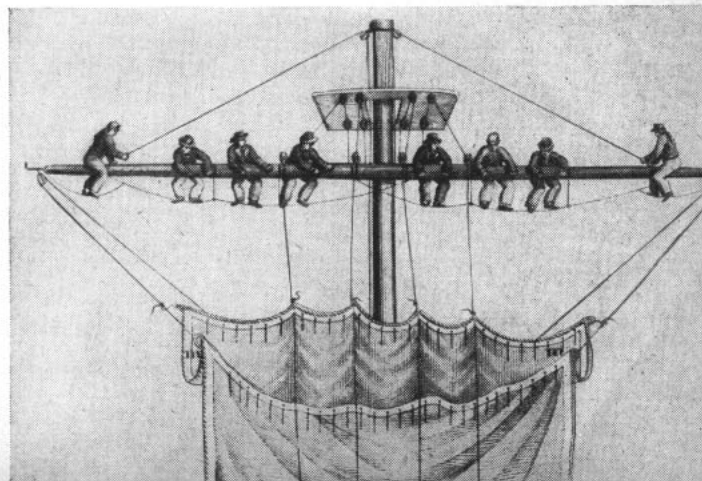
"Why, you don't have to go to church, do you, unless you want to?"

"Oh, no," replied the man, "we don't have to, only we lose our grog if we don't."

The grog days are over now, however, in the United States Navy.

*"Now mess-mates pass the bottle round,
It is the last, remember,
For our grog must stop, and our spirits drop,
On the first day of September.*

*"All hands to 'splice the main brace' call,
But we'll splice it now, in sorrow,
For the spirit-room key will be laid away,
Forever, on to-morrow."*



TAFFRAIL TALK

NOW ALL HANDS is on Broadway, lending a minor touch of authenticity to the play about the wartime Navy, *Mister Roberts*.

Pointing out that the playwrights "wanted everything to be real and the magazines are some of the factual detail," a letter from the producers' representative describes the scene: "Robert Keith, in the character of 'Doc,' reads a copy in LT Roberts' room.

"There are actually three copies on the desk. Since the play takes place in 1945, the three copies (we are sticklers for realism)



are March 1944, July 1944 and September 1943—all well worn as if they had knocked about the ship for some time."

That really is real.

"Our cast (or should I say crew) are just as realistic," the letter continues. "Seven served in the Navy. With few exceptions, the rest of the company were in the Army, but they have learned to wear the Navy uniform with dignity."

★ ★ ★

Late on some future foggy afternoon, when the mist presses around the quarter deck like a collision mat over a section of damaged hull, an unseen boat will approach the gangway and be hailed by the boatswain mate of the watch: "Boat ahoy!"

Out of the fog comes the reply: "United States!"

We can envisage the messenger of the watch hurrying to the commanding officer with the news, "A boat is approaching the gangway carrying either the President or the Vice President of the United States or the commanding officer of the ship *United States*."

Although the super carrier of that name now has just been laid down and it's unlikely the President or Vice President would make an unannounced visit, there probably will be some worried brows on hearing that call.

The ambiguous answering hail would be entirely proper. The name of the ship indicates the CO, and "United States" stands for the Commander-in-Chief or the Vice President.

★ ★ ★

From USS *Bairoko* (CVE 115) Commander C. S. Willard, USN, writes to say that word-coiners are overlooking a natural combination.

Instead of saying "naval aviator" and "naval aviation," the commander suggests "naviator" and "naviation."

"I think the words could be worked into Navy use for recruiting and morale purposes," he says, "and possibly even be adopted officially."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

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The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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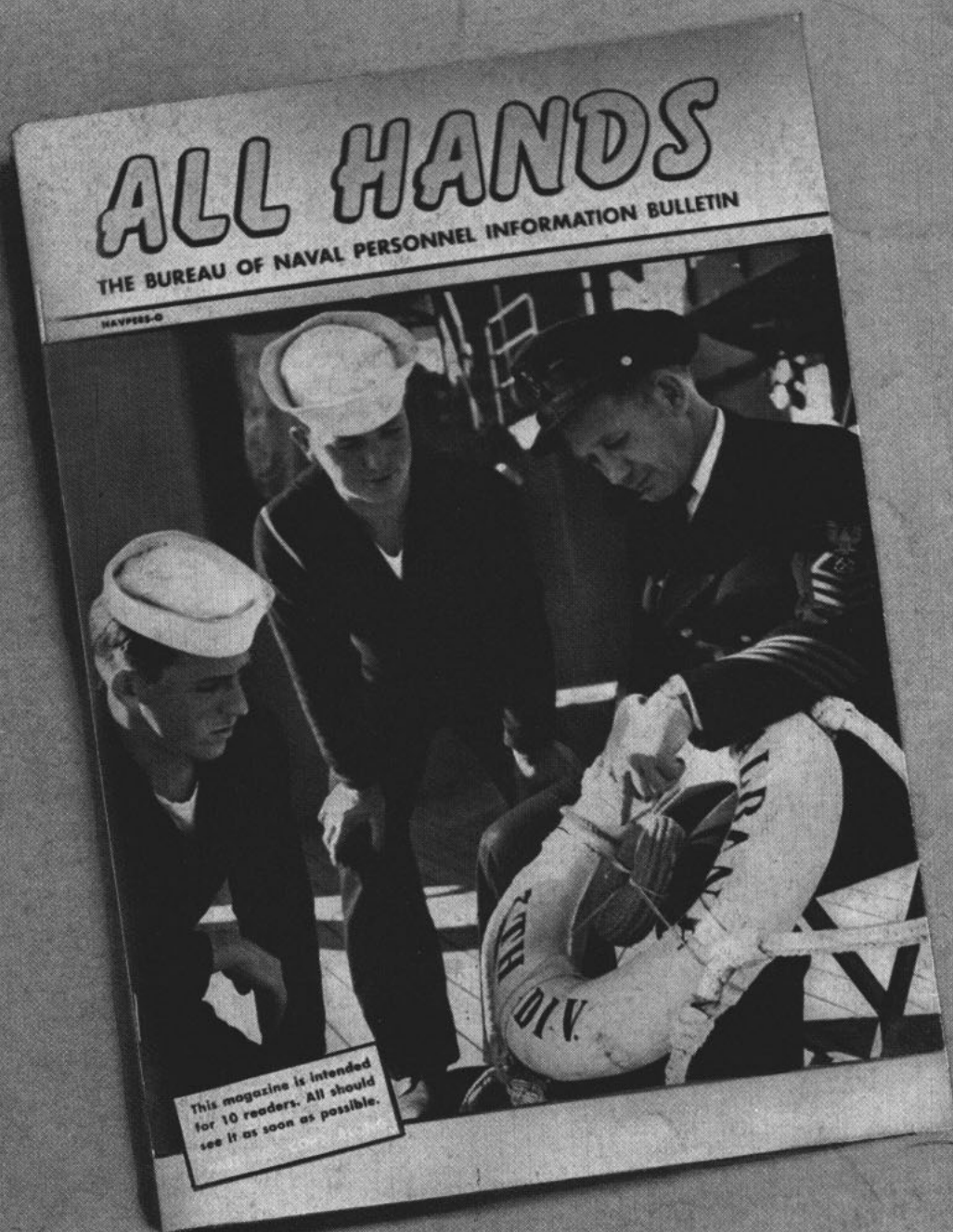
• **AT RIGHT:** This unidentified bluejacket performs his job of painting the anchor of USS *General Randall* (AP 115) against a backdrop of the vessel's bow, while docked at NSC Oakland, Calif.

TALL
IN THE
TIDE



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